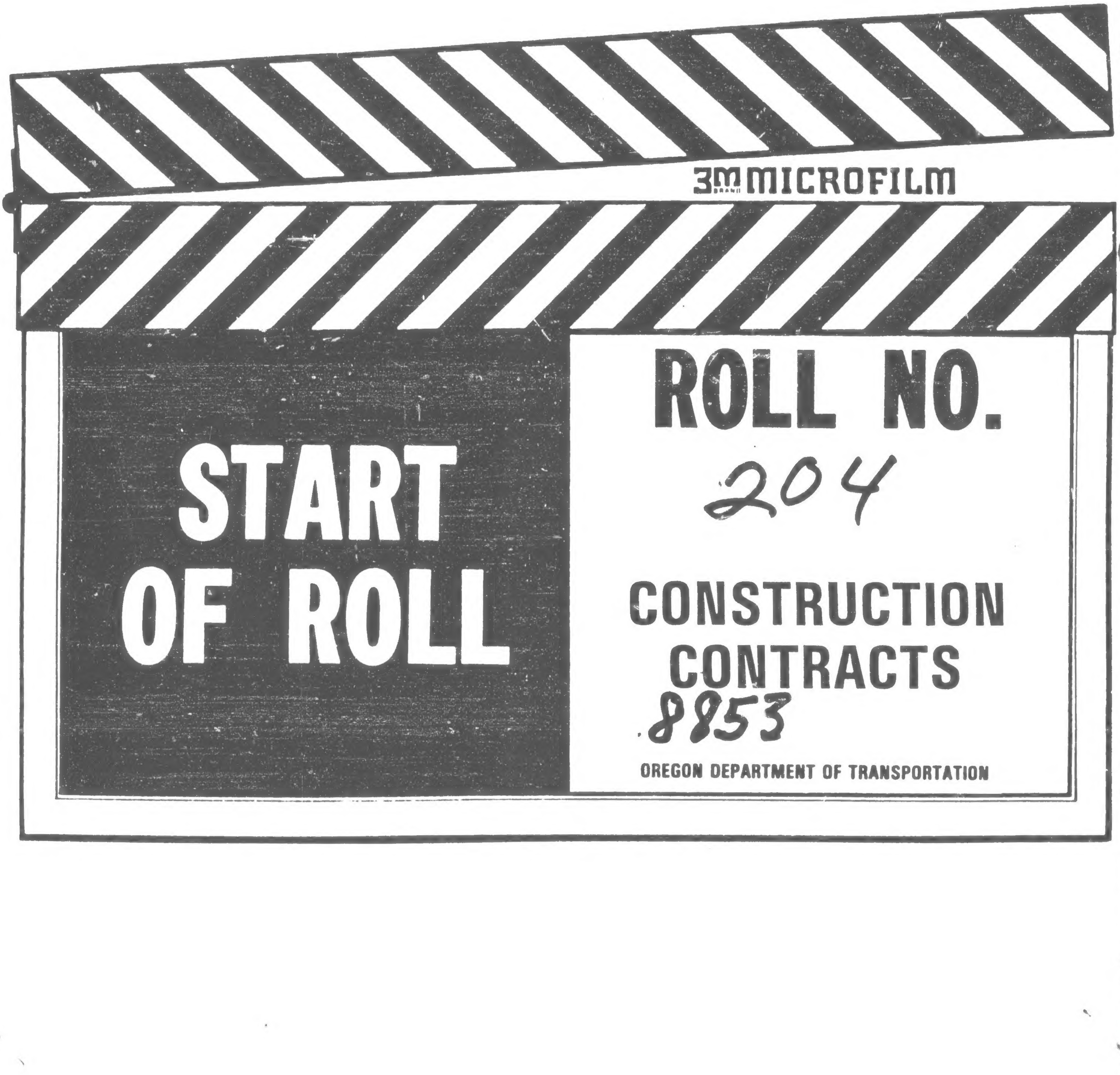

3M MICROFILM

START OF ROLL

ROLL NO.

204

CONSTRUCTION CONTRACTS

8853

OREGON DEPARTMENT OF TRANSPORTATION

.1978 Catching Slough (East- 8853
.side) Br. Sec., Coos River Hwy.
.(Deck replacement)

8853

2

September 12, 1979

St. Paul Fire & Marine Insurance Company
500 N. E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

Contract No. 8853 awarded to Coast Marine Construction Company for deck replacement on the Catching Slough (Eastside) Bridge of the Coos River Highway in Coos County was completed on August 6, 1979, and accepted by the State Highway Engineer on September 10, 1979.

Final payment in the amount of $9,663.08 will be released to the contractor after September 17, 1979. The total contract amount is $193,261.50 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc Coast Marine Construction Company
1050 N. River Street
Portland, OR 97208

bc C. T. Keasey
Walt Hart
V. Z. Skoog Attn: Dick Hacek
A. Shirley

8853

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 7, 1979

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8853, Work Completed August 6, 1979

Project Catching Slough (Eastside) Bridge

Highway Coos River

County Coos

Type of Work Deck Replacement

Contractor Coast Marine Const., Inc.

Recommended Acceptance Date September 10, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
HSCoulter
STATE HIGHWAY ENGINEER
Date 9/11/79

Surety letter written 9-12-79.
klp

8853

2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Catching Slough (Eastside) Bridge

WEEK ENDING: August 11, 1979

SECTION PREFIX: 106-1141

HIGHWAY: Coos River

COUNTY: Coos

NAME OF JOB: Catching Slough(Eastside) Bridge

KIND OF WORK: Deck Replacement

CONTRACTOR: Coast Marine Construction, Inc.

CONTRACT NUMBER: 8853

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 12/9/78

DATE WORK STARTED: March 27, 1979

ESTIMATED COMPLETION DATE: August 6, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 270

CALENDAR DAYS USED: 216

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 80%

PROJECT AUTHORIZATION: $223,322.60

EXCLUSIVE OF ENGINEERING: $205,614.20

ENGINEERING AUTHORIZATION: $17,708.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $193,261.50 ~~205,614.20~~

ENGINEERING COST TO DATE: $17,750.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.0 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Boom truck , pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Fair	1		
MONDAY 6	Fair	1		Project completed this date.
TUESDAY 7				
WEDNESDAY 8				
THURSDAY 9				
FRIDAY 10				
SATURDAY 11				

RECEIVED
AUG 13 1979
CONSTRUCTION BRANCH

Keasey K
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No work.
MONDAY 6	Crew painted out at bridge ends under deck, cleaned off the center concrete pier top. Hamilton Electric removed signal system in p.m.
TUESDAY 7	No work except State Maintenance crew repaving approach to grid deck. Contractor completed project yesterday.
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Advance warning sign with flasher - waiting for power company to disconnect power.

Discussion of claim damage to traffic barrier & temp. guard rail along with underrun of flagging- otherwise semi-final would have been mailed on August 9th.

No further weekly reports. Semi-final mailed to Roseburg on August 9th.

SIGNED Eugene H. Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8853

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

Coast Marine Construction Co.
1050 N. River Street
P. O. Box 4506
Portland, OR 97206

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8853 for deck replacement on the Catching Slough (Eastside) Bridge on the Coos River Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc St. Paul Fire & Marine Insurance Co.
300 N.E. Multnomah
Portland, OR 97232

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Eugene Ash

COAST
MARINE
CONSTRUCTION, INC. Environmental Systems — Ecological Methods — General Contracting

1050 N. RIVER ST.
P.O. BOX 4506
PORTLAND, OREGON 97208
(503) 281-5233

December 27, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon, 97310

Re: Contract No. 8853
Catching Slough (Eastside) Bridge
Deck Replacement
Coos County, Oregon.

We are returning herewith, two copies of the Contract and Bond for Highway Construction on the above captioned project.

COAST MARINE CONSTRUCTION, INC.
Mike Allen
Mike Allen
Chief Estimator

/djh
Encls.

NOTED
C. W. HEAD

RECEIVED
DEC 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8153

December 19, 1978

Coast Marine Construction Co.
1050 North River St.
P. O. Box 4506
Portland, OR 97208

Gentlemen:

Enclosed are three copies of Contract No. 8853 awarded to you on December 19, 1978, for deck replacement on the Catching Slough (Eastside) Bridge on the Coos River Highway in Coos County in the amount of $196,760.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 2, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Alfred Shirley
Eugene Ash

8853

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: November 17, 1978

SUBJECT:
Swing Span Redecking
Catching Slough Bridge
Coos River Highway

FROM: Walter J. Hart
Walter J. Hart
Structural Design Engineer

NOTED
H. S. COULTER

The December Schedule of Contract Lettings carries a project for the replacement of the deteriorated timber deck on the swing span of the Catching Slough Bridge. Replacement would be with an open grid steel deck. The proposed funding is from the 1979 apportionment of Special Bridge Replacement Funds. This project was originally to be funded by 100 percent State dollars. I believe that the use of SBR funds to do a partial rehabilitation may jeopardize future use of these funds for total replacement. I would, therefore, recommend that the project be funded from State money as originally proposed.

A contract maintenance project for the replacement of the deck on the swing span is an appropriate use of State money. It will relieve the need for annual spot maintenance repairs on the swing span for the remainder of the life of the structure. These repairs will not change the bridge inspection evaluation or sufficiency rating of the structure. The condition of the timber approaches and the substructure are such that it will maintain its current position on the priority replacement list. The complete replacement of the structure will be necessary within the next five to ten years. The use of Special Bridge Replacement Funds should be reserved for that purpose and not be jeopardized by using the funds to do contract maintenance.

WJH:dh

cc Alfred Shirley
Bill Brown
Project Management
J. H. Versteeg
Maintenance

NOV 21 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E S Hunter
Date 11-20-78

To Proj. Mgt. –
change to
Contract Maintenance. –
HSC
11/22/78

cc Coulter
Stoekring
Schroeder

RECEIVED
TECHNICAL SERVICES
NOV 2 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

1-125-1387

8853

May 10, 1978
4:10 p.m.

Scott:

Buz called about the attached. Bob Ellison was with him and they need some direction from you.

If Ed were here, this would go through him; however, he wants it done anyhow, so to get things moving, you should:

Ask Buz to add it to the Contract Schedule to be done with State Maintenance Funds (if it is to go regular contract method). It will be ready for the August letting.

Also, ask Bob Ellison to get the design work ready to go.

5-12-78
REFER TO
Sevan & Ellison
BY STATE HWY. ENGR.

Place on schedule
Proceed w/ design.

8753

GENERAL FILES

STATE OF OREG N
HIGHWAY DIVISION

INTERO ICE MEMO

TO: V. E. Skoog
Controller

DATE: April 13, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Deck Replacement
Catching Slough Bridge
Coos County

Please make the necessary financial transfer of $200,000 from the State Construction Budget to the General Maintenance Budget to replace the deck on the Catching Slough Bridge.

Please advise when the funds transfer has been made.

cc R. L. Schroeder
Alfred Shirley, Jr.
D. H. Moehring
B. E. Brown

5-10-78
cy Ellison

81-125-1367

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 31, 1978

NOTED
H. S. COULTER

FILE: MAI 14-1

J. X. Wilson

FROM: J. X. WILSON
Regional Maintenance Engineer

SUBJECT: Deck Replacement
Catching Slough Bridge
Coos County

TO: H. S. Coulter
State Highway Engineer

Some time ago I asked Bob Schroeder about the possibility of securing funding for replacing the deteriorated deck on the movable span of Catching Slough Bridge with steel grid. I understand Bob has also approached you on the subject.

As you know, this proposed project is not on the six-year program and we had not made the pitch to get it there for at least a couple of good reasons as follows:

1. This structure was for a long time high on the replacement list.

2. We did not have a consensus on what course to follow - whether to try to hold the deck together until replacement or go with some type deck replacement immediately.

3. We were seriously considering taking care of the problem wholly within our maintenance budget.

The latest estimate I have for a steel grid deck is approximately $200,000. Because of our severe slide problems this winter, we have no capability to handle a large project such as deck replacement with region maintenance funds.

I am asking that the needed $200,000 be taken from the balance left in our FAS "pot" or that perhaps state construction funds be made available.

Since there are no projects on the "basic" program in the six-year plan I could even suggest be substituted for (if additional funds can't be secured) we will have to continue for the foreseeable future just holding the existing deck together. This is a difficult and hazardous task that we would hope not to face.

Any help you can give us will be greatly appreciated.

jxw/cw

cc R. L. Schroeder
B. E. Brown

R/D letter to Shrog to Transfer $200,000 from state const to Maint. and to undertake repairs under Contract Maint. part of budget. HSC

RECEIVED
STATE HWY ENGR

APR 3 '78

REFER TO
Schroeder

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1978

FILE:

NOTED
H. S. COULTER

FROM: R. L. Schroeder
Maintenance Engineer

SUBJECT: Catching Slough Bridge

TO: H. S. Coulter
State Highway Engineer

I was recently requested by Region 3 to make an effort to provide $200,000 for the replacement of the deck on the subject structure from either Federal Aid funds or State Construction funds. It is absolutely necessary that this deck be replaced within the next year. Region 3 is in no financial condition to undertake this as a maintenance project, but will have to do so if it is not contracted.

Attached is the data concerning this structure prepared by John Wood. In view of the amount of money Region 3 has found it necessary to expend on the slides on US101, I would strongly recommend that this project be contracted.

RLS:ji
Attachment

Contract maint funds would seem appropriate even if it required transfer from State Const.
HSC

RECEIVED
STATE HWY ENGR
MAR 9'78
REFER TO
Bug Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Built 1939

Catching Slough Br.
3,000 ADT

172' Steel pony truss swing span
932 ft. long
25.3 ft. rdwy.

Replacement estimate - $2½ million plus

Eligible for SBR funds - Suff. rating = 46 ±

Not on 6 year plan.

64th ± on state priority list for replacement

99th on FHWA sufficiency rating list

Majority of bridge is timber trestle with usual upkeep required at coast. Two or 3 piling have been encased because of gribble. Stringers are in pretty good shape with isolated decay. Some caps have been recently replaced. Deck has some soft spots which are scheduled for repair.

Steel swing span has a new paint job. 4" timber deck has no 2×2 to distribute loads, is inadequate for truck traffic. Problem is compounded by continual loosening of deck to stringer bolts.

Average maintenance cost was $20,000 per ear for last four years. Cannot extract st of maintaining swing span deck.

Replacement of swing span timber deck ith steel grid deck at a cost of $200,000 ould represent an investment of 8% of eplacement cost of total structure and would xtend the life of the swing span 15-20 years imber trestle approaches ACTUAL TIME are ~~approaching~~ nearing the nd of their life expectancy and would not be fected by the new deck on the swing span.

Not knowing the breakdown of maintenance sts, assume distribution by deck area. is would result in about $4,000 per year r the swing span and $16,000 per year for the stle approaches. Even if the breakdown were 50-50, only $10,000 per year would be saved ith the new deck. There would still be n expenditure of $10,000-$15,000 per year to erpetuate the timber trestles.

In summary, it looks like we're lking about an additional $10,000-$15,000 per ear for adding the grid deck. This is not necessarily a bargain, but a necessity. The timber deck is not adequate and must be replaced. Chances are slim that this bridge will be considered for replacement. Maintenance forces will undertake this deck replacement if a contract cannot be justified.

I recommend that a contract be let as soon as possible to replace this deck.

JHWood

.1978 Port of Entry (Klamath 8854
.Falls) Sec. ● The Dalles-Calif.
.Hwy. (Grade, pave, & facil.)

C&A 6730 10-27-78
C&A 6936 1-2-79

8654

STATE OF OREGON

INTEROFFICE MEMO

TO: H.S. Coulter
Highway Engineer

DATE: January 25, 1983

FROM: Keith L. Martin
Contract Claims Coordinator

NOTED
H.S.COULTER

SUBJECT: Trial Date
N. Oakland-Sutherlin Intch.
Contract No. # 8654
S.D. Spencer V.S. State of Oregon

A trial date of March 30, 1983 has been set for the subject project. Although this date is subject to change, you should arrange your schedule to be available from March 30 through April 6, 1983.

At this stage of defense preparation, we do not know the extent, if any, of your involvement in the trial.

KLM:lf

CC: Tim Wood call 8-6313

OK

RECEIVED
STAT_ HWY ENGR
JAN 26 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

81-125-1387

Contains Recycled Materials

8654 11-15-82 12 20

Re-scheduled

CE CAE FOE QCS SCS EEO RECEIVED OM CA LS TC FE CP
NOV 23 1982
CONSTRUCTION SECTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

IOTED
S. COULTER

Certified a true and correct copy of the original.

RECEIVED
STATE HWY ENGR
NOV 24 '82
REFER TO
FOR

S. D. SPENCER & SON, INC., a corporation,

Plaintiff,

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Commission,

Defendant.

No. 132700

NOTICE OF DEPOSITIONS

TO: Defendant STATE OF OREGON, and Dave Frohnmayer, its Attorney General, and Timothy Wood, an Assistant Attorney General.

PLEASE TAKE NOTICE that plaintiff, pursuant to ORCP 39 and related provisions, will take depositions upon oral examination of the persons to be examined as hereinafter set forth, at the times and dates hereinafter set forth, before a person duly authorized to administer oaths. The depositions will continue from day to day until completed. You are invited to attend and cross examine.

The place for all depositions shall be the office of the Attorney General, State Office Building, Salem, Oregon, or as counsel may otherwise agree.

✓ ~~December 16, 1982 -- 2:00 p.m.~~	~~Scott Coulter, OSHD State Highway~~ Engineer
December 16, 1982 -- 3:00 p.m.	C. T. Keasey, OSHD Construction Engineer
December 16, 1982 -- 4:00 p.m.	O. B. Jackmond, OSHD Contract Administration Engineer

. . . . .

December 17, 1982 -- 9:00 a.m. Oregon State Highway Division (one or more officers, directors, managing agents or other persons designated to testify upon the following matters, all pertaining to OSHD Contract No. 8654:

(a) Rejection of six loads of AC mix on December 14, 1978;

(b) 1"-0 aggregate base wasted and contaminated;

(c) Engineering inspection on rejected aggregates, and costs thereof;

(d) Inspection of aggregates misused by Contractor, and costs thereof;

(e) Inspection performed for Douglas County, and costs thereof;

(f) Quantities of Bid Items Nos. 7, 8 and 61 and Price Agreement No. 10;

(g) Patching of pavement charged to Contractor, and costs thereof;

(h) Time of performance, extension thereof and liquidated damages;

(i) Quality of materials at Oak Creek Quarry and tests thereof;

(j) Quality of crushed aggregates, and tests thereof;

(k) Quality of asphaltic concrete pavement, and tests thereof;

(l) Maintenance of four lanes of traffic, winter, 1978-79, and costs thereof;

(m) Affirmative defenses alleged in defendant's Answer and Affirmative Defenses, Paragraphs IV through XXV.

December 20, 1982 -- 9:00 a.m.	James Gix, OSHD Regional Construction Engineer
December 20, 1982 -- 2:00 p.m.	John C. Jenkins, OSHD Engineer of Materials

DATED November 15, 1982.

KOBIN & MEYER, P.C.

DANIEL J. SEIFER

By______________________________
Daniel J. Seifer
Attorneys for Plaintiff

5254

1 ✓ oust

NARRATIVE REPORT

10-17-80

2 Doc copy

RECEIVED
OCT 24 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

4

PORT OF ENTRY (KLAMATH FALLS)
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

The Oregon Transportation Commission on January 2, 1979 accept the low bid of $715,694.25 from J. B. Steel, Inc. for the grading, paving, and facilities work. The total project authorization including Anticipated Items, Contingencies, and Engineering amounted to $789,194.25.

A prework conference was held on January 23, 1979, at which time the contractor presented his work schedule indicating that work would start in February. Contractor began moving his equipment to the project on February 15, but did not start work until February 20, 1979. The contractor's work progressed in the following order: grading, building, sewer, well, CTB, and paving.

Grading:

The grading work consisting of 22,000 cu. yds. of general excavation which was performed by the prime contractor between February 20, and May 31. Excavation and leveling for the building site, and scale pit was first on the agenda, with the scale pit being poured on April 6, and the slab for the building May 4. By this time they had placed the concrete for the scale approach slabs and the grading was well along.

During the excavation, solid rock was encountered on the right side between stations 86 to 93, and several explosive shots were used to finally get to proper grade. The remainder of the material was diatomaceous earth. Most of the soils were very wet and had to be airiated in thin lifts prior to compaction. Heavily saturated areas were located on the north end, stations 103 to 107. This area was subexcavated and backfilled with shot material from other excavations.

Although the grading work didn't progress as rapidly as expected, however the end result was acceptable. Lime treatment was called for in the plans to a depth of 6-inches and this work was performed by scraifying rather than tilling the combination of soils and rock. The subgrade firmed up very satisfactory and it was ready for the remaining surfacing.

Placement of the CTB began on June 21, and continued until July 14, when it was finally completed after several breakdowns, trouble with compaction, and etc. Compaction problems were improved by increasing the water content slightly, however a small penalty assessment was made for deficient compaction. Paving was done between August 1, and 6th. without any problems. Building construction began almost directly after the floor slab was poured on May 4th, as they progressed to the curbs and sidewalks around the building and framing of the building itself. Construction of the building probably consumed the most time as various subcontractors waited to perform their work, and clarifications of some items was required. Discussion on the building will follow the divisions noted in the special provisions, those not listed, no problems.

Division 6 - Carpentry:

The work required under this section was performed without major difficulties with the plans or specifications, except that the dimension shown for the water supply closet of 2'-6" is not correct if 42"-6" is true from north end to the center of the wall. The water supply closet was constructed slightly smaller for this reason, however the water tanks did fit, with not much room to spare.

The mechanical chase is considerably larger than need be, therefore the 8-foot dimension could be reduced to probably 5-feet, and still be adequate.

Division 8 - Doors, Windows, and Glass:

The only problem under this section was discovered later when the outside doors on the west side began to swell, and therefore couldn't be shut, they were later replaced. Apparently moisture got into the doors, even though they did apply moisture proofing. I would suggest metal fire proof doors hereafter.

Division 16 - Electrical

Almost immediately a dispute arose over the configuration of the raceway, (see page III special provisions, and drawings 33102, 33103, 33107, & 33111) on whether or not it was single or double cell.

Double cell was installed, and this should be stated in the specials. Other electricial concerns would be to install receptacles for the water cooler and one at the well location for any necessary control to prevent freezing. Also a separate outlet was installed in the water supply closet for use by the Telephone Company, and there necessary hardware. The contractor was compensated for the additional electrical facilities via a price agreement.

The telephone cabinet by the telephone company does not hold all the wiring, switches, and etc. that they need for a satisfactory installation. Besides using the cabinet, other components were located on the wall in the water supply closet. More consideration should be given to the telephone components and there locations. I would suggest that the water supply cabinet be enlarged for this purpose.

The raceways provide excellent access to telephone, and power as required, however the plans nor specification indicate the type of cover plates to be used or whether one is even required. I would recommend that the specifications speek about this and that brass cover plates be required.

Also since the weighmasters or scale house rooms have two-way communications with the State Police, and Highway, an access for the antenia lead-in wire should be provided down an outside wall, and under the floor to a base station location (to be located by Weighmasters).

Water Supply and Sewage:

A major change in the sewer line was made as a result of right-of-way negotiations which added about $17,200 to the project costs. The changes made were as shown on the "As Constructed" drawings. The 8-inch sewer line was extended from station 82+15 to station 97+00 at the new right-of-way line. This change increased the 8-inch line from 1,985 feet to 3,666 feet, decreased the 4-inch line from 1,105 feet to 241 feet, and increased the manholes from 5 to 13 overall. As per agreement with the City of Klamath Falls they now own the 8-inch sewer line, and will be respondsible for maintenance hereafter. The State will maintain the 4-inch line.

The sewage siphon dosing tank and line to the building appear to be functioning properly, although the dosing tank could now probably be elliminated since the flow enters a 8-inch line sooner. The well location was shifted from the plan location to about 90-feet south of the building in the island area. The well was drilled to a depth of 265-feet, and cased only 19-feet from the surface initially. Later at the time of test pumping it was discovered that partial blockage and sediment in the bottom had occurred, therefore the well was cleaned, and a 4-inch PVC liner was installed full depth with perferations at 200-feet to 220-feet, and 240-feet to 260-feet. At the time of testing the stabilized water level was measured at 101-feet below the surface, and the pump installed at 121-feet below the surface. The test pumping indicated that 50 gpm was obtainable and could be maintained for the two hour period.

The pitless adaptor called for in the plans did not comply with the plumbing code, and a change was made in the piping configuration to satisfy the code. State Forces were called upon to provide a cover for the exposed pipe, and a electrical outlet was provided for freezing protection equipment. The water system provided adequate water and worked satisfactory.

Highway Illumination:

Early in the project this item was subtantually reduced to lower project costs. The entire roadway illumination was eliminated, and only the necessary lighting was installed to make the building functionable, which included the switching, conduit, wiring, lamps, and etc. for the scale luminairs, butterfly sign, service cabinet, etc.

Later, illumination on the alternate design was installed by State Forces for about $14,000 using some salvaged materials.

The project was completed by the contractor on January 17, 1980, and the State Force work was completed sometime later. The estimated final cost for all the work is $770,000.00, a two percent underrun.

Wayne F. Cobine
Wayne F. Cobine
Resident Engineer
10/17/80

8854

June 10, 1980

United Pacific Insurance Company
P. O. Box 1783
Eugene, OR 97401

SOW 3
#8854

Gentlemen:

Contract No. 8854 awarded to J. E. Steel, Inc. for work on the Port of Entry on The Dalles-California Highway in Klamath Falls, Klamath County, was completed on January 17, 1980, and accepted by the State Highway Division on June 3, 1980.

Final payment in the amount of $16,652.23 will be released to the contractor after June 16, 1980. The total contract amount is $731,390.81 including $3,143.65 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cornman
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Portland Branch Office
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

J. E. Steel, Inc.
190 North Ross Lane
P. O. Box 4460
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. W. Skoog (Attn: Dick Haack)
Dale Allen

8854

STATEMENT OF OVERRUNS AND UNDERRUNS

4

3-31-80

PROJECT: PROT OF ENTRY (KLAMATH FALLS)
HIGHWAY: THE DALLES-CALIFORNIA
COUNTY : KLAMATH

CONTRACT NO: 8854
PREFIX NO. : 18-8215
F. A. NO. : STATE

SUMMARY

ITEM	ORIGINAL	SEMI-FINAL	%(+ OR -)
Bid Items	$ 715,694.25	$ 660,806.90	-8
Anticipated Items	$ 28,500.00	$ 20,750.00	-27
Contingencies	$ 10,000.00	$ 9,246.00	-8
Engineering	$ 35,000.00	$ 35,102.00	
TOTAL	$ 789,194.25	$ 725,904.90	-8

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+ OR -)
8	General Excavation The original was an estimate only, and final quantities were higher than the estimate	Cu. Yd.	20,000	22,461	+12
9	Trench Excavation Bid Item was increase by P.A. #6, additional 8-inch sewer pipe as per R/W obligations	Cu. Yd.	1,180	2,084	+77
17	Class "B" A.C. IN Mixture Due to a maintenance overlay on existing highway an additional 2 to 3 inches were required to match overlay from Sta. 101± to Sta. 110.	Ton	2,980	3,356	+13
20	4-Inch Sewer Pipe Item was reduce by P.A. #7	Lin. Ft.	1,105	241	-78
21	8-Inch Sewer Pipe Item was increase by P.A. #9, as per R/W obligations	Lin. Ft.	1,985	2,909	+47

REFERRED TO
Ward
Cole
Erikson
Hager
Dorn
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan Copy
Terpin
Trout
Wekerlig
RECEIVED
MAR 3 1 1980
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up / /
Action

9854 4

ROAD DESIGN 378-6558

E. S. Hunter
Assistant State Highway Engineer

adolson
A. D. Olson
Preliminary Design Engineer

Klamath Falls Port of Engry
The Dalles-California Highway
Klamath County

March 21, 1980

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 21 1980
ROAD DESIGN SECTION

Do Not File ☐
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Action

In response to a trucker's complaint, we have sketched a revision that might improve the operation of the onramp from the Port of Entry. The revision would tend to be a parallel acceleration lane, as opposed to the standard angle entrance ramp. In this instance the parallel ramp may be appropriate.

I am told that the traffic on the highway is fast, that the truckers from the POE are on a downgrade, but are only up to about 35 mph at the gore point, and that entering on the inside of the curve gives them a blind spot. The suggested revision would turn them parallel to traffic, improving their mirror view as well as aiming them along a parallel route rather than into the traffic lane. This combination should provide a safer merge.

The new roadway area that would be required was paved under the contract as an island area, but may need to be built up to extend the superelevation slope or to increase the superelevation if appropriate.

This design and the area in general was discussed with John Gunter who says that this revision might be a help, but that the problem is bigger than just the merging of trucks with the highway traffic.

There is a county road (Lakeport Boulevard) across the highway about in the middle of the acceleration lane. Some trucks leaving the POE make this left turn to get to the mills. There is a county road (Wocus Road) turning off to the right approximately 500 feet past the end of the acceleration lane. Traffic on the highway slowing to turn into this road occasionally conflicts with accelerating trucks. To add to the confusion, there is a southbound climbing lane that ends about where the acceleration lane starts to taper in, and southbound traffic would be jockeying for position in this area.

To complicate the problem in the future, there is a request for a road approach (commercial) opposite Lakeport Boulevard. Access control was not acquired northerly of the R/W taking. In the redesign of the POE, to reduce costs, overall construction area was reduced and therefore right of way was not purchased northerly to the county road as originally considered.

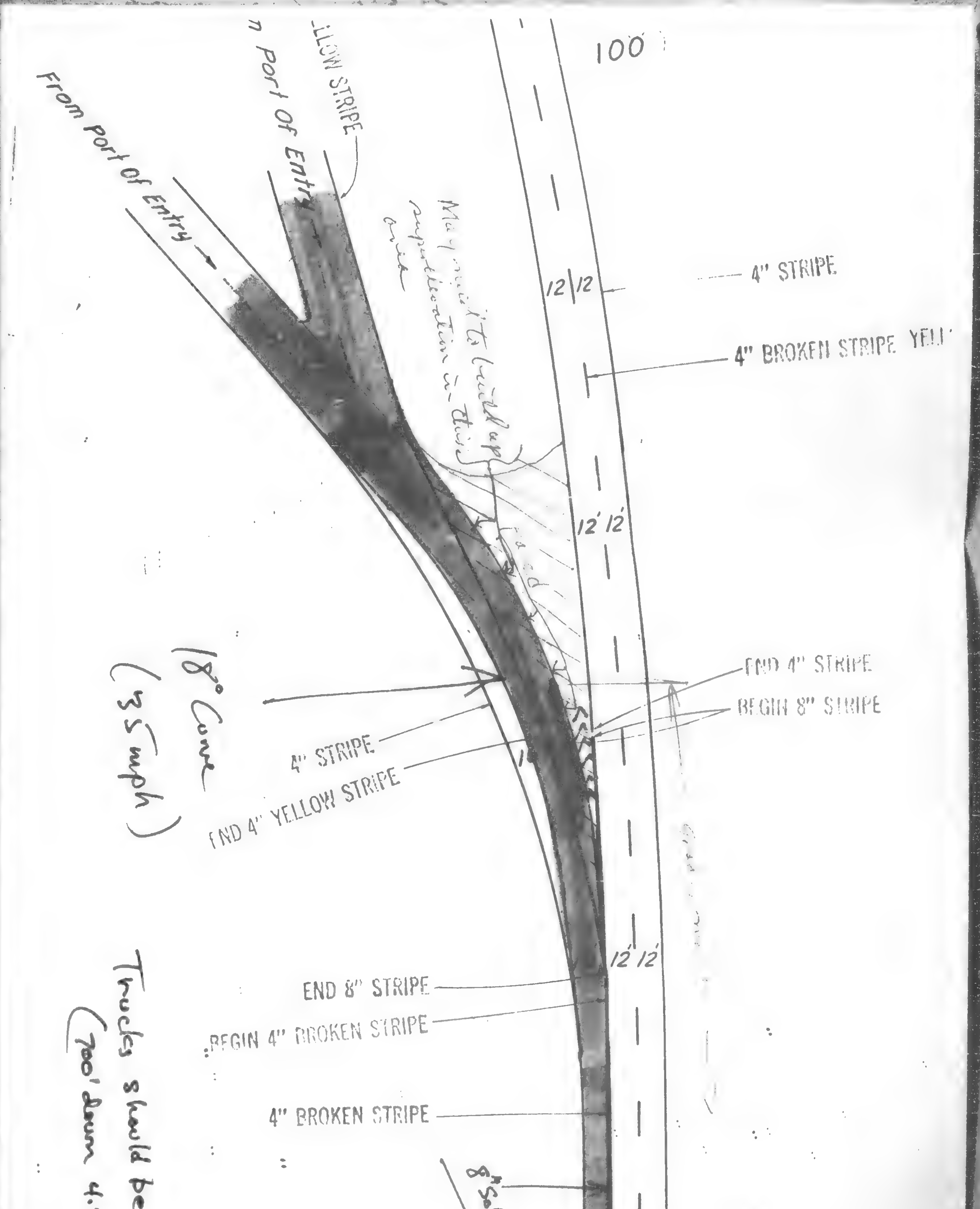
John suggested that we consider extending the acceleration lane northerly, past the county road, and extending the southbound climbing lane far enough to eliminate that confusion. When data is available on the proposed usage of the requested road approach, a decision will be needed on how that request should be handled.

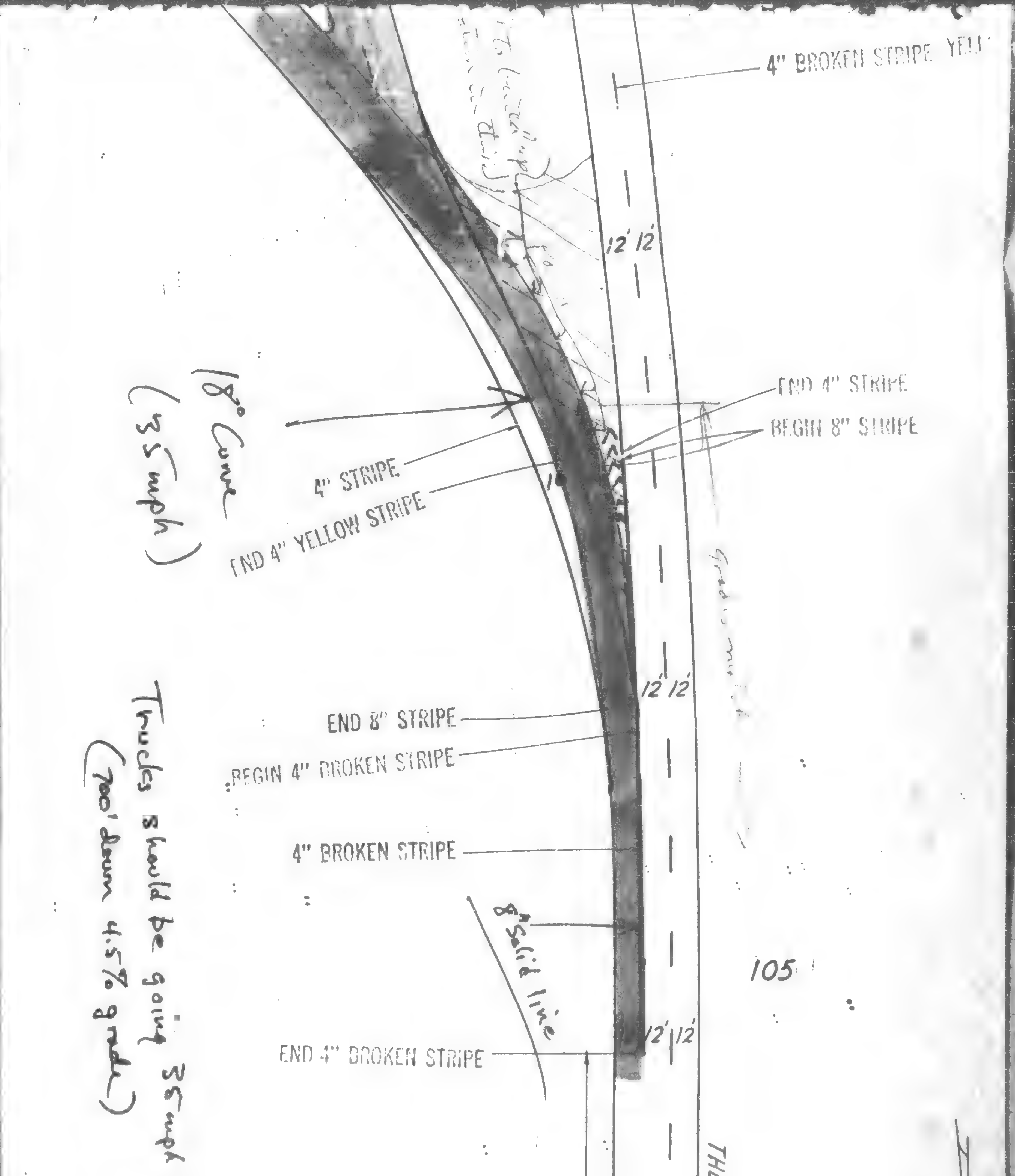
Dale Allen's February 28 letter on the subject indicates that they are working to identify the magnitude of the problem, and suggests that any corrective action that might be recommended be included in a future safety project as a phase 2 of the project in the new Six Year Plan. This would be appropriate; however, I note that the safety overlay project just submitted and being worked up was estimated at $3,625,000, and that the Six Year Plan sets up that same figure for the total project cost.

If the attached sketch appears acceptable, I will send it to Dale for his consideration. By itself it should have little cost other than restriping and possibly a small amount of pavement buildup.

ADO:cj
Attachment

far enough to eliminate that confusion. When data is available on the


100
LLOW STRIPE
n Port Of Entry
From Port Of Entry
May need to widen application in this area
12|12
4" STRIPE
4" BROKEN STRIPE YELL
12' 12'
END 4" STRIPE
BEGIN 8" STRIPE
18° Curve
(35 mph)
4" STRIPE
END 4" YELLOW STRIPE
12' 12'
END 8" STRIPE
BEGIN 4" BROKEN STRIPE
4" BROKEN STRIPE
8" Solid line
105
12' 12'
END 4" BROKEN STRIPE
Trucks should be going 35
(700' down 4.5% grade)


4" BROKEN STRIPE YELL
12' 12'
END 4" STRIPE
BEGIN 8" STRIPE
18° Curve (35 mph)
4" STRIPE
END 4" YELLOW STRIPE
12' 12'
END 8" STRIPE
BEGIN 4" BROKEN STRIPE
4" BROKEN STRIPE
8" Solid line
105
12' 12'
END 4" BROKEN STRIPE
Trucks should be going 35 mph ±, (700' down 4.5% grade)
200'±
THE DALLES-CA

1454

VICTOR ATIYEH

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 11, 1980

CON 5 #8854

NOTED
S. COULTER

J. B. Steel, Inc.
Post Office Box 4460
Medford, OR 97501

Gentlemen:

Re: Time Extension Request
Port of Entry (Klamath Falls)
Contract No. 8854

Your request for additional contract time has been carefully reviewed and a time extension of 55 calendar workdays is hereby granted. The additional time is granted due to extra work done on the project. This will eliminate all liquidated damages on this project.

As you know, this was a rather unusual project in which contract items were both added and deleted. The consideration which we gave in granting additional contract time was likewise unusual and in no way sets a precedence for future contracts.

Sincerely,

C T Keasey
C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

bc: H. S. Coulter
Dale Allen
Wayne Cobine
Robert Church

RECEIVED
STATE HWY ENGR
FEB 12 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

STATE OF OREGON
Highway Construction
DEPT.
378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8854

DATE: February 11, 1980

TO: C. T. Keasey
Assistant State Highway Engineer

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Port of Entry (Klamath Falls)
Contract No. 8854

This contract has exceeded the contract time specified by 55 calendar workdays and the contractor has requested a time extension of 70 calendar workdays. The attached letter from Region Construction Engineer Robert Pool contains the pertinent contract dates and times.

The contractor bases his request on a late delivery of outside scale luminaire units. The reason stated by the contractor is not a valid reason for granting additional contract time. However, this contract had some unusual aspects which should be considered.

Immediately after awarding this contract, the State deleted $98,183.00 in bid item illumination work due to a shortage of funds. This amounted to some 12 percent of the total contract amount. Subsequently, the exterior scale illumination was added back to the contract by Price Agreement No. 3. This amounted to $22,731.00 and was done in accord with the original contract specifications. It is this price agreement work for exterior scale illumination which delayed project completion. All other contract work was completed within the specified contract time.

It appears clear that but for a "foul up" in ordering the luminaire units that the contract could easily have been completed on time. However, in this particular case, I recommend that the State waive all liquidated damages for the following reasons:

1. The contractor cooperated with the State in a substantial contract revision to tailor the job to the State funds available.
2. Additional sewer, drainage and conduit work was added to the project by price agreements and extra work orders. This added work amounts to approximately $36,000.00 and, although not claimed by the contractor or evaluated by our engineers, would be justification for at least two weeks of additional contract time.

3. The only item of work not completed within the specified time was extra work under price agreement. This added work did not delay the occupancy of the facility or the public use of it, nor did it delay the remaining work to be done on the facility by State forces.

A letter to the contractor is attached for your consideration.

OBJ:fr

Att.

cc: H. S. Coulter
Dale Allen
Wayne Cobine

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR CON 5 8854

TO: C. T. Keasey
Construction Engineer

DATE: January 24, 1980

FROM: Robert C. Pool
Robert C. Pool
Region Construction Engineer

Subject:
Port of Entry (Klamath Falls)
The Dalles/California Highway
Klamath County
Contract No. 8854

J. B. Steel, Inc., has requested an increase of 70 calendar workdays to complete this project. The request is based on late delivery of scale luminaires and sign illumination. Dates which pertain to this request follow:

Contract Award - - - - - - - - - -January 2, 1979
Time Began - - - - - - - - - - - March 1, 1979
Work Began - - - - - - - - - - - February 20, 1979
Time Expired - - - - - - - - - - October 6, 1979
Work completed - - - - - - - - - January 17, 1980
State Force Scale Inatallation - Not Yet
Contract Time - - - - - - - - - - 220 CWD
Excess Time Used - - - - - - - - 55 CWD
State Force Area Illumination - Not Yet
P.U.C. and Weighmasters Moved in October 2, 1979

The reason for the overrun in contract time was that the outside scale luminaires and butterfly sign illumination was not installed until January 17, 1980. The wrong luminaires were sent initially, and subsequent reordering was slow.

For the following reasons I recommend that the contractor be granted an increase of 55 calendar workdays:

1. The lack of scale and sign illumination did not delay the use of the facility. Weighmasters and P.U.C. moved in on October 2, 1979. Night operations could not begin until the SFO for area illumination was complete. This work is still not complete.

2. Scale installation by State Forces is not yet complete, hence there was no delay to truck weighing operations.

In summary, the contractor essentially completed the project on October 2, 1979, and we had as much use of the facility as we would have had if the scale and sign illumination had been installed. The installation of this illumination should be classed as incidental, since it did not affect our use of the facility.

As a footnote to this report, it should be noted that the scale illumination work was done as Extra Work under P.A. #3. This work was included in the original plans as a part of the area illumination, which was deleted from the contract and revised under an S.F.O.

Contains Recycled Materials

RCP:pw
cc: W. Cobine

RECEIVED
JAN 25 1980
CONSTRUCTION BRANCH
Keasey
Jackmund
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8854 8

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Port of Entry (Klamath Falls)	WEEK ENDING February 8, 1980
		SECTION PREFIX 18-8215
	HIGHWAY The Dalles-California	COUNTY Klamath
NAME OF JOB Port of Entry (Klamath Falls)	KIND OF WORK Grading, Paving, Facilities	
CONTRACTOR J. B. Steel, Inc.	CONTRACT NUMBER 8854	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT January 2, 1979	DATE WORK STARTED February 20, 1979	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 220	WORK DAYS USED CALENDAR DAYS USED 275
PROJECT AUTHORIZATION: $ 789,194.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 125
EXCLUSIVE OF ENGINEERING: $ 754,194.25	ENGINEERING AUTHORIZATION $ 35,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 748,982.89	ENGINEERING COST TO DATE $ 35,102.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN 5.1%	PERCENT OF AUTHORIZATION 100.3	DATE PROJECT WAS COMPLETED: January 17, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	BUILDING	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55	0.55			0.55
MILES PARTIALLY COMPLETED	0.55	0.55			0.55
MILES COMPLETED	0.55	0.55			0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,000	7,400			2,980
TOTAL QUANTITIES CORRECTED TO DATE	22,461	7,402			3,355
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,461	7,402			3,355
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair			
MONDAY 4	"			
TUESDAY 5	"			
WEDNESDAY 6	"			
THURSDAY 7	"			
FRIDAY 8	"			
SATURDAY 2	Fair			

K

RECEIVED
FEB 11 1980
CONSTRUCTION BRANCH

Keasey
[illegible]
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor replace the letter "N" in the neon "OPEN" sign last Friday; this completes all physical work. There still remains some paper work to be done.

FINAL REPORT

SIGNED ______ LOCATION Klamath Falls

Donald D. Baker for Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8854

9-

Form 81-734-1100 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Adjustment
~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Port of Entry (Klamath Falls) Date December 11, 1

Highway The Dalles-California Contract No. 8854

County Klamath Prefix 18-8215

Contractor J. B. Steel, Inc. F. A. Project No. State

Address P. O. Box 4460, Medford, OR. 97501 Price Agreement No. 13

For the below described extra work or extra material to be performed or furnished under the contract above referred t contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the w to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract a accordance with the instructions of the engineer.

Work to be done: Price Reduction for Non-Specification compaction on the Cement Treated Base, Bid Item No. 14.

Locations by station numbers:

Throughout Project.

Names of pay items, estimated quantities and agreed prices:

Item	Unit	Unit Cost	Amount
Price Reduction Non Spec CTB Comp. ~~Compaction C.T.B.~~	Lump Sum	$ -257.11	$ -257.11

Specifications, basis of measurement and other provisions: The 1974 Standard Specifications supplemented and/or modified by the special provisions shall apply, and specifically section 105.03.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $ 789,194.25

Present estimate of project cost, including $ -257.11 for work under this order $ 748,482.74

Expected under-run ~~XXXX-XXX~~ (amount) $ 40,711.51

Expected under-run ~~XXXX-XXX~~ (per cent) 5.16

Space to right of this line is for use of Salem Office

Submitted by: Wayne Cobine Resident Engineer
Wayne F. Cobine

Signed Contr

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engi
Assistant State Highway Engineer
Office Engi

1-21-80

SP*79603-734

STATE OF OREGON

INTEROFFICE MEMO

Contains Recycled Materials

DOT - Highway Division
DEPT.

378-2568
TELEPHONE

DATE: November 1, 1979

TO: J. L. Sollis
Chief Counsel

FROM: R. P. Hamilton
Director of Permits

SUBJECT: Klamath Falls Port of Entry
Proposed Cost Agreement

NOTED
H. S. COULTER

With the opening of the Klamath Falls Port of Entry, we will be charging Weighmaster costs at that location to PUC.

Attached is a proposed agreement prepared by PUC to cover this. It is the same as previous agreements for costs at the Farewell Bend and Ashland ports.

If you find the agreement to be in proper form, will you so indicate and forward it to Mr. Coulter for execution on behalf of the Department.

RPH:dc

cc H. S. Coulter✓
R. L. Schroeder
V. E. Skoog

Attachment

RECEIVED
STATE HWY ENGR
NOV 2 '79
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

4

ROAD DESIGN SECTION 378-6558

Wayne Cobine
Resident Engineer

August 28, 1979

ORIGINAL SIGNED
DUANE C. CHRISTENSEN
Duane C. Christensen
Final Design Engineer

Sign Shop Drawings
Klamath Falls Port of Entry
[redacted]
Klamath County
Contract No. 8854

Enclosed are three sets of approved shop drawings for the Type "A" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for fabrication of the signs.

WGB:mw
Attachments
cc: W. G. Beard
C. T. Keasey
Dale Allen

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 28 1979
ROAD DESIGN SECTION

file
Do Not File ☐
Return To
Bring __/__/__
Action

8854 4

Salem, Oregon
March 14, 1979

ORIGINAL SIGNED BY
J.J.M. Versteeg
Road Design Engineer

Port of Entry (Klamath Falls)
The Dalles-California Hwy.
Klamath County

Dale Allen
Region 4 Engineer

Returned is one plan on the subject section with suggested revisions shown in red. The northerly revision will stay clear of the future parking area. The Southerly revisions would bring the line in at the beginning of a steeper run, which would be preferable.

Other than these suggestions we have no objections to the proposal. This approval is given with the understanding that the City has accepted the new plan, will maintain the line, and that there will be no additional service charge for the larger pipe.

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Anderson____

RECEIVED
MAR 15 1979
ENGINEERING
SECTION

____Trout____
____
____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____
____

DNS:cj
Attachment

cc: W. Cobine (w/plan)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
February 27, 1979

FILE: CON 5
8854

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Port of Entry (Klamath Falls)
The Dalles-California Hwy.
Klamath County

TO: Dale Allen
Regional Engineer

I have received, and reviewed the proposed plans of the 8-inch sewer extension from station 90+83 to station 101± for Cal Payton, and Lloyd Gass. The plan also indicates increasing our 4-inch line to 8-inch from station 82+15 to 90+83. Three manholes will be installed instead of 7 "Y" cleanouts along this section. Payton, and Gass have also shown a feeder line coming into the proposed new manhole at station 85+80.

The proposed line changes 868 feet of 4-inch to 8-inch sewer, and calls for 1,057 feet of new 8-inch sewer, 7 new manholes, and elliminates 7 "Y" cleanouts. Payton, and Gass as per letter dated January 22, 1979 will pay for all increased cost resulting from this proposal. This line appears to have no conflict with present or future plans as I know them. Therefore I believe the next step is to have Salem review, and comment on these plans.

I am attaching 3 prints of the proposal for your use.

cc: Frank King

1 Versteeg
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 0 2 1979
ENGINEERING SECTION

Trout
Do Not File
Return To Cobine
Bring Up __/__/__
Action

Hal Versteeg –

This was req'd to settle R/W.
We have no objection w/ design
an only want your design people
to review for any problems they see.
Please ~~return~~ return to Cobine –

Dale Allen
3-1-79

ROE RE RCE PLA FAE
RTE RECEIVED GEO
[illegible] 1979 RDE
[illegible] REGION 4 RBE

① City w[illegible]
② No added service ch[illegible]
on larger pipe
③ See revised [illegible]ed

8854

9

GOVERNOR

Victor Atiyeh

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

J. B. Steel, Inc.
Post Office Box 4460
Medford, OR 97501

Re: Port of Entry (Klamath Falls)
Contract No. 8854
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

> "403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Wayne Cobine
John Jenkins

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info. | Appr. | O.K. | Sign | Act.

Form 81-734-3122 (Rev. 7-77)

8854

~~ROBERT W. STRAUB~~
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

J. B. Steel, Inc.
Post Office Box 4460
Medford, OR 97501

Re: Port of Entry (Klamath Falls)
Contract No. 8854
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

Keasey

C. T. Keasey
Construction Engineer

NOTED
H.S. COULTER

CTK:mk

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Wayne Cobine
John Jenkins

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122 (Rev. 7-77)

8854

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8854 for work on the Port of Entry (Klamath Falls) Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

Enclosure

cc

United Pacific Insurance Co.
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
P. O. Box 1786
Eugene, OR 97401

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc

C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Dale Allen
Wayne Cobine

FROM

J. B. STEEL, INC.
P. O. Box 4460
MEDFORD, OREGON 97501

Phone 772-2278

Message Reply

DATE
Janua[illegible] 5, 1979

FILE NO.

PRIORITY
☐ URGENT!
☐ SOON AS POSSIBLE
☐ NO REPLY NEEDED

ATTENTION:

TO

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

SUBJECT:

Port of Entry (Klamath Falls)
Grade & Pave Facilities
The Dalles-California
Contract No. 8854

MESSAGE

Enclosed please find two (2) signed and executed copies of Contract No 8854 on the above captioned project.

If any further information is required, please don't hesitate to contact our office.

Enclosures

SIGNED: Mary Bowser/Secretary

REPLY

DATE OF REPLY:

REPLY TO:

RECEIVED
JAN 8 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS.

#8-54

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: Mr. C. T. Keasey
Construction Engineer

DATE: January 10, 1979

SUBJECT:

Illumination Revision
Port of Entry (Klamath Falls)
The Dalles-California Hwy.
Klamath County
CON 8854

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Attached are two reduced size prints of drawings 34056, 31016, 33112 and 33113, and revised specifications.

These drawings and specifications should be included in the contract to revise the illumination system from metal poles and underground circuitry to wood poles and overhead wiring. Drawing 33112 is to be deleted from the project.

The purpose of the revision is to reduce the cost of area illumination on this project by approximately $60,000. The revised design includes an option of having 10 or 14 wood poles and luminaires. Depending upon financing available, you may want to add the four poles on the entrance ramp—poles 1, 2, 3, and 4.

The estimate of cost on the revised design is $32,750. The optional plan is $40,000. The estimate is attached. Please initiate a Price Agreement for this revision.

GJB:dh
Enclosures

cc H. S. Coulter
E. S. Hunter
Dale Allen /w/ two 1/2 size prints
Wayne Cobine /w/ 10 full size and fifteen 1/2 size prints
George Hopkins /w/ one 1/2 size print

RECEIVED
STATE HWY ENGR
JAN 11 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

Port of Entry (Klamath Falls) Section

January 10, 1979

The Supplemental Standard Specifications and Special Provisions have been revised as follows:

SECTION 651 - HIGHWAY ILLUMINATION

651.05 Light Pole Table - The Light Pole Table pertinent to this project should read as follows:

LIGHT POLE TABLE

Pole No.	Station	Upsweep Arm Length	Luminaire			Mounting Height
			Watts	Type		
1*	"TR" 81+85 Rt.	15'	400	M-N-III		50'
2*	"TR" 84+55 Rt.	15'	400	M-N-III		50'
3*	"TR" 87+50 Rt.	15'	400	M-N-III		50'
4*	87+00 Rt.	15'	400	M-N-III		50'
5	"TR" 89+95 Rt.	15'	400	M-N-III		50'
6	"TR" 91+55 Rt.	15'	400	M-N-III		50'
7	"TR" 92+20 Lt.	15'	400	M-N-III		50'
8	"TR" 92+75 Rt.	15'	400	M-N-III		50'
9	"TR" 93+25 Lt.	15'	400	M-N-III		50'
10	"TR" 93+75 Rt.	15'	400	M-N-III		50'
11	"TR" 94+30 Lt.	15'	400	M-N-III		50'
12	"TR" 94+75 Rt.	15'	400	M-N-III	50'	50'
13	"TR" 95+75 Lt.	15'	400	M-N-III		50'
14	"TR" 96+95 Rt.	15'	400	M-N-III		50'
21	"TR" 92+40 Rt.	----------------See Note Below-----------------				

* Optional Installation

NOTE: M-N-III = medium, noncutoff, Type III distribution.

Pole No. 21 is a vehicle height detector to be installed as shown on drawing 33113. The pole, arm, and miscellaneous hardware will be furnished to the contractor and may be picked up at 2557 Altamont Dr., Klamath Falls. The contractor shall furnish the anchor rods and foundation.

651.43 Photoelectric Control Relay - A photoelectric control relay shall be installed on the luminaire on Pole No. 11.

PORT OF ENTRY (KLAMATH FALLS)

1-10-79

REVISED ILLUMINATION ESTIMATE

Contract Bid Prices:

Item No.	Item	
43	Pole Foundation	$ 15,750
44	Roadway Lighting Poles and Arms	46,258
45	Luminaires and Ballasts	11,275
46	Switching, Cdt., Wiring, Lamps, etc.	24,900
	Total of Above	$ 98,183

Revise Cost Estimate for Price Agreement:

No.	Item	Revise Design	Optional Plan (with Poles 1,2,3, & 4 Incl.)	
(1)	Pole Foundation (Pole 21)	$ 750	(1)	$ 750
(10)	Roadway Lighting Poles & Arms	11,500	(14)	16,100
(12)	Luminaires & Ballasts	5,500	(16)	7,000
(L.S.)	Switching, Cdt, Wiring, Lamps, etc.	13,000	(L.S.)	16,150
	Total of Above	$32,750		$40,000

d

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Wayne Cobine
SAIF
Fran

January 2, 1979

J. B. Steel, Inc.
190 North Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for work on the Port of Entry (Klamath Falls) Section of The Dalles-California Highway in Klamath County for the sum of $715,694.25 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Public Utility Commissioner.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8854.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

#8854

2

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: January 2, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Agreement with Public Utility Commissioner
Klamath Falls Port of Entry

MISC. CONTRACTS and AGREEMENTS No. 4936

On this date, Chairman Jackson approved an agreement with the Public Utility Commissioner relating to the construction, landscaping and maintenance of certain facilities to be utilized by P.U.C. as a port of entry at Klamath Falls. Execution of this agreement documents P.U.C. concurrence in award of contract for construction of the facility on which bids were opened on December 14, 1978.

cc Glenn L. Jackson
F. B. Klaboe
C. W. Head
R. L. Schroeder
V. E. Skoog
Dale Allen
R. P. Hamilton
D. H. Moehring
C. T. Keasey
John Gunter
Wayne Cobine

81-125-1367

1554

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 15, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: File

SUBJECT: Port of Entry
(Klamath Falls)
The Dalles-California Highway
Klamath County

Adrian Olson and Steven Macnab both asked me to estimate the acquisition costs for this project.

File 50268 - Gass, is under condemnation and a deposit has been made into court. File 49668 - Peyton, we have a permit of entry that will permit us to proceed with construction. Mr. Peyton originally appeared to be interested in settling, but now it appears that we will have to condemn this file also.

In analyzing the probable expenditures on this project we have to consider a wide range of possibilities.

1. Acquire at the appraised value.

Appraised Value

49668 - Peyton	- Appraised Value -	$15,650
50268 - Gass	- Appraised Value -	4,450
	Acquisition Expense to Date -	10,000
	TOTAL TO DATE	$30,100

The acquisition expense to date includes not only the expense in attempting to acquire this site, but it also includes the accumulative charges for attempting to acquire the original location.

If we were able to acquire the property at our appraised value, the cost would be $30,100. This, however, does not appear to be likely.

2. Acquire on the basis of the owners' demands.

Owners' Demands

49668 - Peyton	- Total Value -	$29,600
50268 - Gass	- Highest Demand -	23,000
	Acquisition Expense -	10,000
	TOTAL	$62,600

Mr. Gass has made a formal counter-offer of $23,000. This appears to be the lowest figure that he will currently accept. Mr. Peyton has not made a counter-proposal, but it is likely that he will demand that we buy his entire property. Our current appraisal of his entirety is $29,600. If we were to give the owners everything they are demanding to date, our cost would be $62,600.

3. Condemnation

49668 - Peyton -	$29,600
50268 - Gass -	23,000
Acquisition Expense -	10,000
Trial Costs & Attornies Fees -	20,000
	$82,600

If we proceed with condemnation, it is likely that we will get a split verdict somewhere between our appraised value and the owners' demands. However, there is always the possibility that we would receive an adverse verdict and the owners would get everything they are asking. In this situation we would also have the added expense of trial costs and attornies fees. These costs can easily exceed $10,000 per trial. In this situation our total expenditures could exceed $82,000. While this is not likely, it is always a possibility.

Based on the above information you can see that we have a possible range of costs from $30,000 to $80,000. Based on past experience, I would estimate that our final cost will be in the range of $50,000 to $60,000.

RJH:jk
cc: Adrian Olson
Steve Macnab
H. G. Brainerd

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

88.4

12-14-78

Preliminary Eng. & R/W C

Port of Entry
Klamath Falls

NOTED
E. S. HUNTER

Items	To date	Anticipated Additional	Total
Preliminary Engr	81,000	None	81,000
Right-of-way	14,500	15,700 – 69,200	30,200-83,7
Total PE & R/W	95,500	15,700 – 69,200	111,200-164,7

appraisal $20,100
overhead 10,100
R/W $30,200

File #1 asking 19,000
File #2 " " 29,600
48,600
overhead 10,100
58,700

if it goes to court $25,000

12-14-78

Port of Entry
Klamath Falls

NOTED
S. HUNTER

Low bid (J B Steel Inc)	717,694.25 Say	717,700
Anticipated items		55,300
13½ % Engr & Cont		104,400
Total Anticipated Cont Costs		877,400
Total " PE & R/W		112,200 - 164,700
Total " Proj Costs		989,600 - 1,042,100
Funds Available		907,000
Difference		82,600 - 135,100
	Ave #	108,800
	Say	110,000

K Falls POE

NTRY	CONT NO		FA PROJ NOS			
field.	018	1426	901	00	685.63	6,04
	018	1426	901	00 &		
Final	018	1426	905	00	1,051.03	5,55
	018	1426	905	00 &		
Bridge	018	1426	906	00	153.03	4,33
Prelim	018	1426	907	00	789.22	3,3
R/w Loc.	018	1426	909	00		23
Soils	018	1426	910	00		27
Sign	018	1426	911	00		33
R/w liaison	018	1426	913	00		
utility	018	1426	914	00		130
Photogram.	018	1426	916	00		
Econ & Hydraulics	018	1426	918	00		39
Specs	018	1426	921	00	761.50	1,349
Admin.	018	1426	922	00	24.35	41

ST SUMMARY

NOVEMBER 197

DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCA YEAR TO D
Environ.	018	1426	923	00	11.05	32
DOT	018	1426	924	00		
Training	018	1426	930	00	205.32	20
Personal leave	018	1426	930	00		
			** JOB TOTALS **		3,681.13 **	22,253

```
 PROJ NOS       K Falls POE                                                              AD      SE
  901      00                 695.63               6,047.55           13,005.65
  901      00 &                                                           37.69
  905      00               1,051.03               5,559.22           19,005.29
  905      00 &                                                          123.57
  906      00                 153.03               4,339.10           26,376.92
  907      00                 789.22               3,305.81           11,109.17
  909      00                                        238.93              669.30
  910      00                                        273.92            3,855.60
  911      00                                        339.78            1,782.66
  913      00                                                            287.93
  914      00                                        130.17              523.94
  916      00                                                            617.78
  918      00                                        399.91            1,344.32
  921      00                 761.50               1,349.50            1,349.50
  922      00                  24.35                  41.99               41.99

                                           NOVEMBER 1978            PAGE  387

                                                 FISCAL            GRAND TOTAL
  FUNCTION     GR   CURRENT MONTH             YEAR TO DATE           TO DATE
  923      00                  11.05                  32.05               32.05
  924      00                                                            122.72
  950      00                 205.32                 205.32              349.32
  950      00                                                          1,231.51
 ** JOB TOTALS **           3,681.13   **         22,253.28   **      80,979.67   **
```

4854

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 5, 1978

FROM: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

TO: Dale D. Allen
Region 4 Engineer

NOTED
E. S. HUNTER

Attached is a plan covering proposed landscaping in the subject project. This is to be constructed by State forces to bring the facility into compliance with County regulations.

The plan has been approved by Klamath County.

DNS:ej

Attachment

cc: E. S. Hunter w/plan

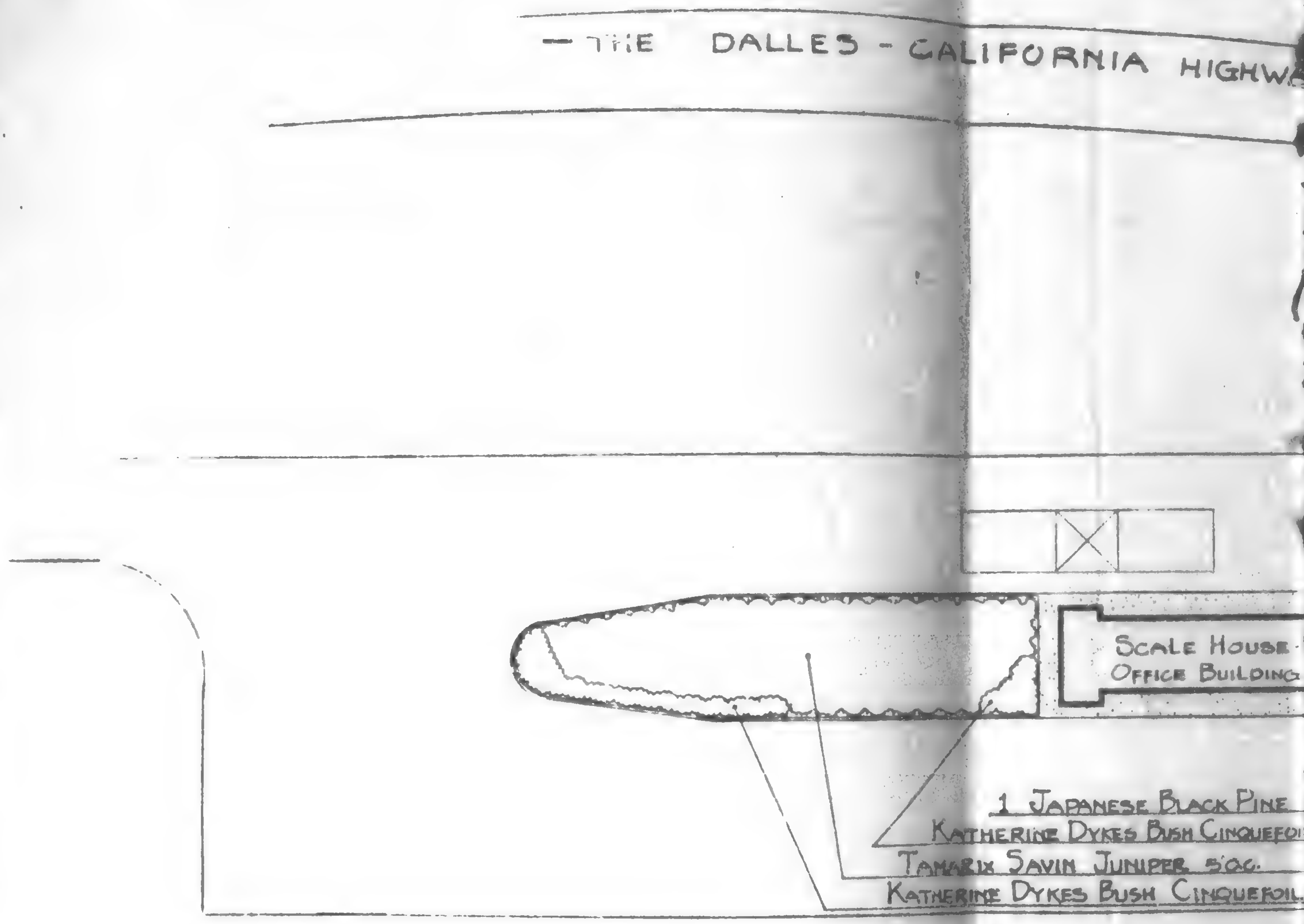
RECEIVED
TECHNICAL SERVICES
DEC 7 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Anderson____

RECEIVED
DEC 6 - 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

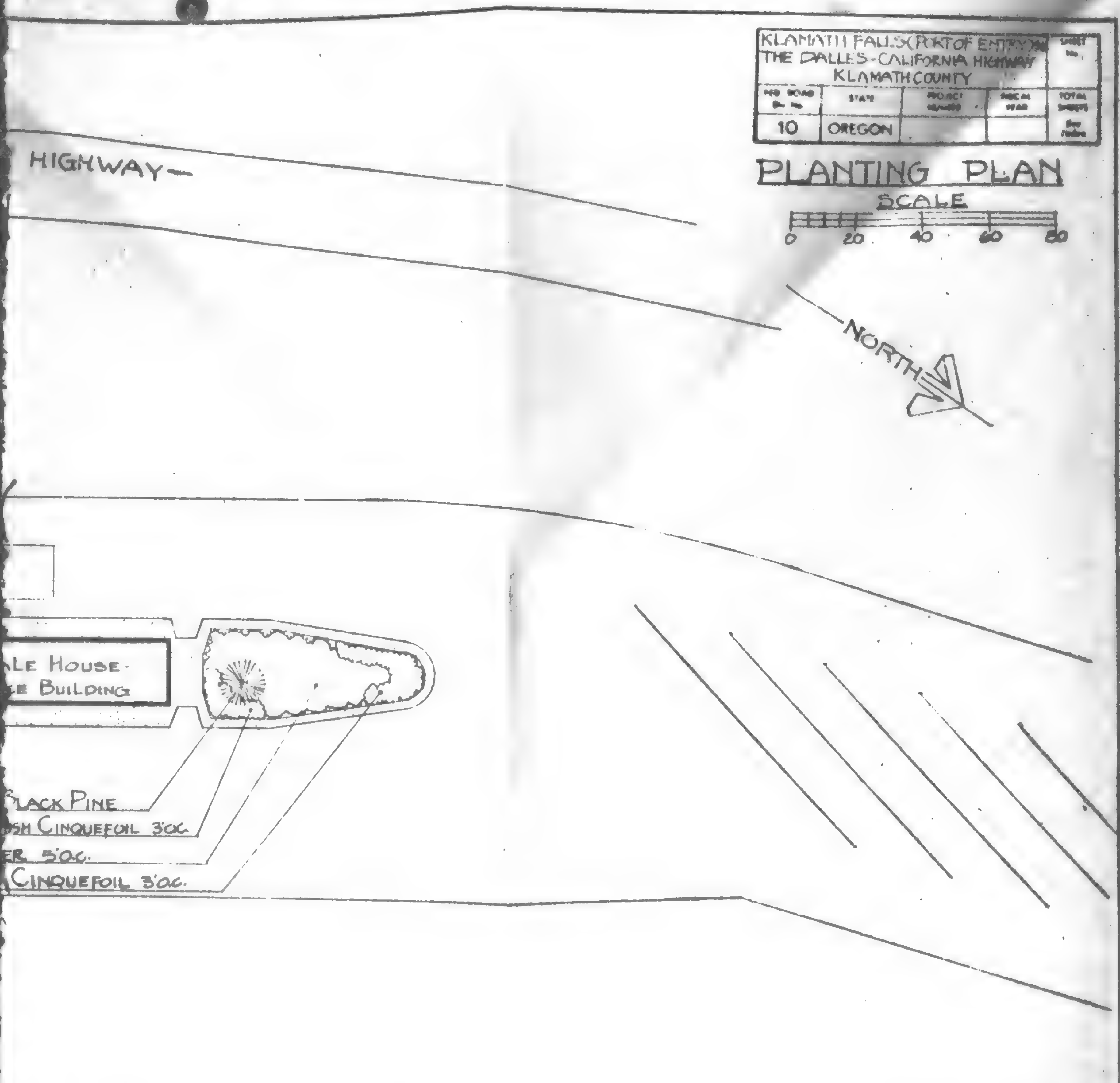

– THE DALLES - CALIFORNIA HIGHWA
SCALE HOUSE
OFFICE BUILDING
1 JAPANESE BLACK PINE
KATHERINE DYKES BUSH CINQUEFOI
TAMARIX SAVIN JUNIPER 5'O.C.
KATHERINE DYKES BUSH CINQUEFOIL

BOTANICAL NAME	
TREES	
PINUS THUNBERGI	JA
SHRUBS	
JUNIPERUS SABINA 'TAMARIX'	TA
POTENTILLA FRUTICOSA 'KATHERINE DYKES'	KA

KLAMATH FALLS (PORT OF ENTRY)
THE DALLES - CALIFORNIA HIGHWAY
KLAMATH COUNTY

10	OREGON			

PLANTING PLAN


SCALE
0
20
40
60
80
HIGHWAY—
NORTH
LE HOUSE
E BUILDING
BLACK PINE
SH CINQUEFOIL 3'O.C.
ER 5'O.C.
CINQUEFOIL 3'O.C.

	COMMON NAME	GRADE CLASS	SIZE & DESCRIPTION	SPACING	TOTAL
	JAPANESE BLACK PINE	31.2.4.	5'-6' CONTAINER OR B&B	AS SHOWN	1
	TAMARIX SAVIN JUNIPER	31.2.2.	15"-18" CONTAINER OR B&B.	5'O.C.	
KES'	KATHERINE DYKES BUSH CINQUEFOIL	2.1.3.2.	15"-18" CONTAINER	3'O.C.	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 4, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 14, 1978, Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 14 on the following projects.

1. Clackamas Highway at S.E. Evelyn St. and Clackamas/Boring Highway
   Clackamas Highway, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Catching Slough (Eastside) Bridge
   Coos River Highway, Coos County
   Structure Decking

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Port of Entry (Klamath Falls)
   The Dalles-California Highway, Klamath County
   Grading, Paving and Building

   Sidewalks to be constructed on this contract.

4. Beltline Road and Delta Highway
   Beltline Road/Delta Highway, Lane County
   Highway Appurtenances

   Grading and paving incidental to installation of guard rail. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. E. Idaho Ave. at E. Lane (Ontario)
Olds Ferry-Ontario Highway, Malheur County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. S.E. Bybee Blvd. at S.E. 23rd Ave. (Portland)
City Streets, Multnomah County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. N.W. St. Helens Road at N.W. Bridge Ave. (Portland)
City Streets, Multnomah County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Oregon Slough Bridge
Pacific Highway, Multnomah County
Barrier

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Ross Island Br.-S.E. 50th Ave. (Portland)
Mt. Hood Highway (Powell Blvd.), Multnomah County
Grading and Paving

Ten foot sidewalks with curb cuts to be provided on this project.

10. Farmington Highway at S.W. 170th Ave.
Farmington Highway, Washington County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

HSC

FET:ab

cc: Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8854

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/14/78
Donald L. Prout

11-16-78 Bid Letting ______ All Clear Deadline

SECTION Klamath Falls Port of Entry
Highway The Dalles-Calif.
County Klamath Region 4
Type of Work G-P-Facilities Funds Others
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	N/A - State Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8854 ~~K. Falls POE~~ 11-3-78 4

Hal,

① Zoning - Hamilton says this will be approved at a Nov. 8th meeting he will attend.

② Sewer is approved by the City.

③ Well is clear

④ No permits needed from Frmt

⑤ Bldg. permit no problem after zoning and sewer approved.

⑥ R/W under condemnation

⑦ Envirmental says without Fed. funds we dont need Archeological study or DEQ in on it.

H

PUBLIC UTILITY COMMISSIONER OF OREGON

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

NOTED
H. S. COULTER

RECEIVED
TECHNICAL SERVICES
OCT 12 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Date: October 10, 1978

From: Charles Davis CD

To: Fred Klaboe, Department of Transportation

Subject: Klamath Falls Port of Entry

Following my telephone conversation with you today I reviewed a memorandum, dated September 26, 1978, from Rod Henry, Assistant Right-of-Way Manager for the Highway Division. A copy of this memorandum was furnished to Don Haakenson. My concern is that the project was approved by the last legislature with a total of $760,000. In September we went to the Emergency Board for an additional $147,000. At that time a representative from Highway stated that the cost for the project could be considered firm.

You will understand my sense of urgency as I recognize the continued escalation of costs and, in the language of Senator Potts, "the tail of the cow may become more difficult to swallow although the cow was swallowed more than 12 months ago." If there is anything at all we can do to be certain this project is pursued with speed, please let me know.

Keep in mind, I do not suggest there has been any lack of diligence, but if there is something we can do to accelerate the effort, we are anxious to be of assistance.

dw/4743C

cc: Bob Burco
Don Haakenson

RECEIVED
STATE HWY ENGR
OCT 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Const. -
R/W - 40,000

10/12
Ed, -
What are latest estimates on from R/W and Design?
Scott

760
147
907

RECEIVED
DOT OPERATIONS
OCT 1 '78
REFER TO
Coulter
FOR

- Hunter
Hamilton
10-11

cc Boyd
[illegible]
[illegible]
10-11-78

NOTED
F. B. KLABOE

Must include R/W?

10.30
Fred -
We are all working on keeping within costs. -
HSC

Scott

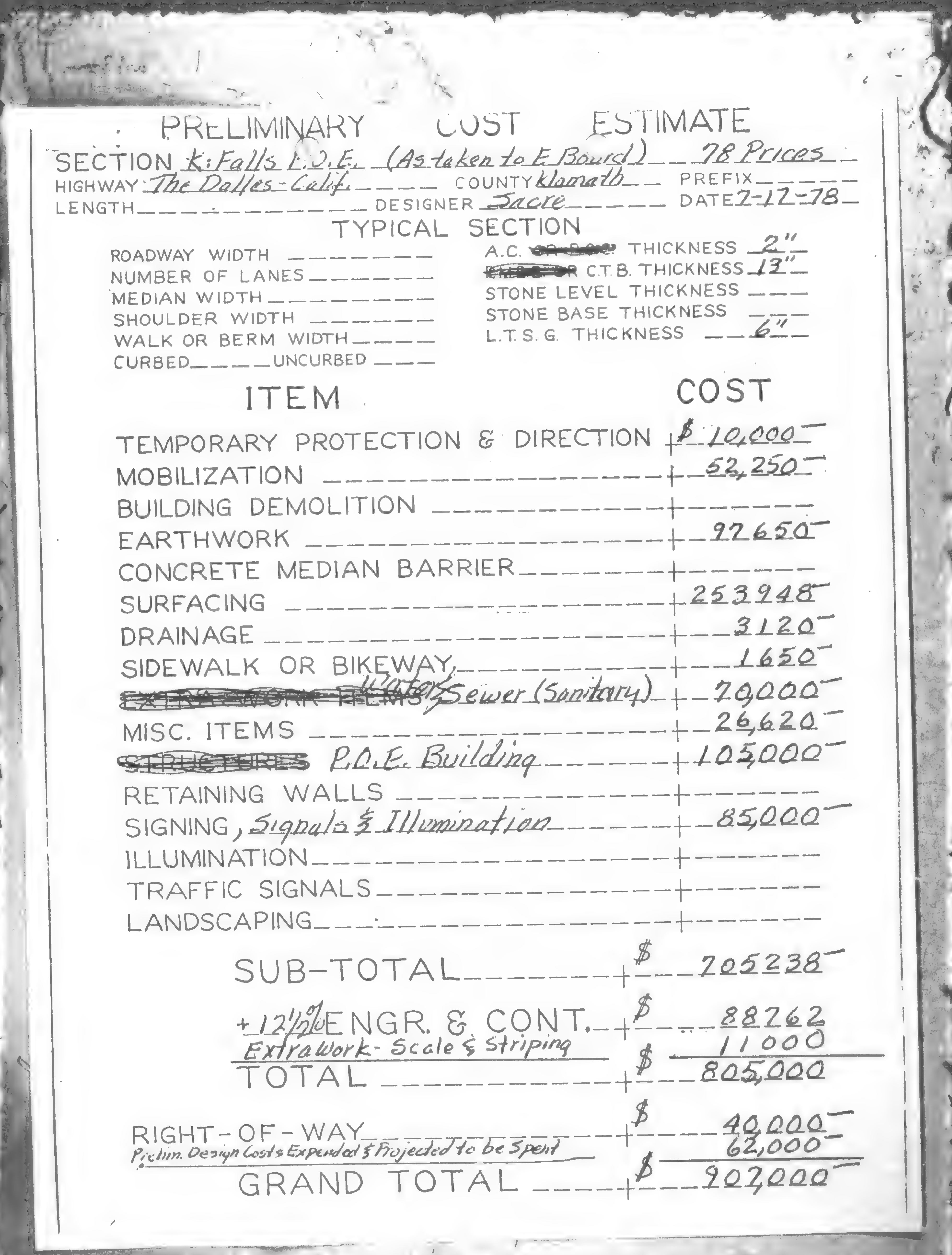
The $907,000 estimate dated 7-17-78 was apparently the basis for the E Board request. Inflation is at least 1%/month or $8000/month.

Apparently the Hwy representative refered to in Dave's letter didn't understand the market.

Now as of ~~[illegible]~~ 10-9-78 the estimate is $915,000 however R/W could go for more than the indicated $40,000.

It seems safe to say that the job as designed can be built for about $960,000 if contracted in ~~[illegible]~~ Feb. 1979 including $50,000 allowance for R/W.

E.D.



PRELIMINARY COST ESTIMATE

SECTION K:Falls P.O.E. (As taken to E Board) 78 Prices
HIGHWAY The Dalles-Calif. COUNTY Klamath PREFIX
LENGTH DESIGNER Sacre DATE 7-12-78

TYPICAL SECTION

ROADWAY WIDTH		A.C. ~~OR P.C.C.~~ THICKNESS	2"
NUMBER OF LANES		~~EMB. B. OR~~ C.T.B. THICKNESS	13"
MEDIAN WIDTH		STONE LEVEL THICKNESS	
SHOULDER WIDTH		STONE BASE THICKNESS	
WALK OR BERM WIDTH		L.T.S.G. THICKNESS	6"
CURBED	UNCURBED		

ITEM	COST
TEMPORARY PROTECTION & DIRECTION	$ 10,000
MOBILIZATION	52,250
BUILDING DEMOLITION	
EARTHWORK	97650
CONCRETE MEDIAN BARRIER	
SURFACING	253948
DRAINAGE	3120
SIDEWALK OR BIKEWAY	1650
~~EXTRA WORK ITEMS~~ Water/Sewer (Sanitary)	70,000
MISC. ITEMS	26,620
~~STRUCTURES~~ P.O.E. Building	105,000
RETAINING WALLS	
SIGNING, Signals & Illumination	85,000
ILLUMINATION	
TRAFFIC SIGNALS	
LANDSCAPING	
SUB-TOTAL	$ 705238
+ 12½% ENGR. & CONT.	$ 88762
Extra Work - Scale & Striping	11000
TOTAL	$ 805,000
RIGHT-OF-WAY	$ 40,000
Prelim. Design Costs Expended & Projected to be Spent	62,000
GRAND TOTAL	$ 907,000

K. Falls P.O.E.

Preliminary Plans
Dated Sept. 27, 1978

SUMMARY

	ITEM	UNIT	QUANTITY	Unit Price	Amount	
✓	Mobilization	All	All	8%	55,000	52810
✓	Temporary Protection & Direction of Traffic	All	All		11,490	
✓	Clearing & Grubbing	All	All		7,500	
✓	General Excavation	C.Y.	34806	2.90	100,938	
✓	Trench Excavation	C.Y.	1185	25.00 ~~30.00~~	35,550	29625–
✓	Finishing Roadbed & Slopes	Mile	0.5	5000.00	2,500	
✓	Watering	M-Gal.	350	10.00	3,500	
✓	Aggregate Base	Ton	1640	7.50	12,300	
✓	Lime Treated Subgrade	Sq Yd.	16400	1.25 ~~1.50~~	24,600	20,500–
✓	Lime in Treated Subgrade	Ton	185	93.00	17,205	
✓	Cement Treated Base	Ton	7350	11.00	80,850	
✓	Cement in Treated Base	Ton	405	98.00	39,690	
✓	Asphalt in Seal	Ton	17	160.00	2,720	
✓	Asphalt Concrete Mixture, Class "B"	Ton	3020	16.00 ~~18.50~~	55,870	48,320–
✓	Asphalt in Mixture	Ton	200	107.00 ~~113.00~~	22,600	21,400–
✓	4" Sewer Pipe	Lin. Ft.	1104	6.50 ~~8.00~~	8,832	7,176
✓	8" Sewer Pipe	Lin. Ft.	1985	7.50 ~~9.00~~	17,865	14,888–
✓	12" Culvert Pipe	Lin. Ft.	234	11.00 ~~15.00~~	3,510	2,574
✓	Type G-2M Inlet	Each	4	600.00	2400	
✓	Concrete Manhole	Each	5	1000.00	5,000	
✓	"Y" Cleanouts (4" Sewer Pipe)	Each	10	25.00	250	
✓	Concrete Curb	C.Y.	20	115.00 ~~130.00~~	2,600	2300–
✓	Concrete Walk	Sq. Yd.	150	20.00 ~~25.00~~	3,750	3000–
✓	Delineators	Each	20	20.00	400	
✓	Scale Pit & Portland Cement Conc. Approach Slabs	All	All		15,000	
✓	Scale House Office Building	All	All		105,000	
✓	Signing (Permanent)	All	All		15850	
✓	Illumination	All	All		76,000	
✓	Sewer (Sewer Siphon Dosing Tank)	All	All		1500	
✓	Water	All	All		8710	
✓	Flag Pole	Each	1	1500.00	~~2000~~	1500–
					~~710,980~~ 712,896	
			+12½		~~92,020~~ 89,104	
					~~833,000~~ 802,000	
	Scale				10,000	
	Striping				1,000	
					~~844,000~~ 813,000	
	R/W				40,000	
					~~884,000~~ 853,000	
	Prelim. ~~Design~~ Costs Expended ~~and~~ Projected to be Spent				62,000	
					946,000	
					~~915,000~~	

Sanford's Prices as of 10-9-78

Flagging 3500

10
190

8854

October 27, 1978

City of Klamath Falls
City Hall
Klamath Falls, OR   97601

MISC. CONTRACTS and
AGREEMENTS No. 4730

Attention: Harold Derrah
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement concerning sanitary sewer service for the Port of Entry to be constructed on The Dalles-California Highway north of Klamath Falls.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 23, 1978

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Klamath Falls Port of Entry

TO: E. S. Hunter
Technical Services Engineer

I have reviewed, in regard to right-of-way, the letter from Mr. Charles Davis to Mr. Fred Klaboe, a copy of which is attached. We have estimated the right-of-way cost at $40,000.

File No. 50268 has not been optioned and is under condemnation at the present time. We are proceeding as rapidly as we can to get possession of this property and the final cost will not be known until after the trial is complete. This may be well after the project has been contracted. We cannot assure you that we will not get a bad verdict and costs in excess of that estimated.

I realize that there is a $907,000 ceiling on this construction, but I wish to alert everyone of the factors not within our control; that of right-of-way costs.

JBB:jk
attach.
cc: J. H. Versteeg
Bob Hamilton
H. G. Brainerd

NOTED
E. S. HUNTER
10-24-78 cc Klaboe
Coulter

RECEIVED
DOT OPERATIONS
OCT 25 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
OCT 24 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

8854

4

Salem, Oregon
October 20, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

Klamath Falls Port of Entry

J. H. Versteeg
Engineering

J. B. Boyd
Right-of-Way Manager

The funding limit of $907,000 is critical to the construction of the port of entry. We have a firm construction estimate inflated to January 1979 bid opening date that is at the $907,000 figure. Beyond that date inflated unit prices may wipe out the small contingency fund available and we cannot advertise the project.

Would you please review the right-of-way acquisition for the Klamath Falls Port of Entry to make sure that the project does not slid[illegible] the contract letting schedule. If we can help out in any way, please let us know.

JHV:jh
cc: Bob Hamilton
Dale Allen

RECEIVED
OCT 23 1978
ENGINEERING SECTION

Versteeg
1 Christensen
George
Olson
Terpin
V Sullivan JWS
Scott
Anderson

Trout
Do Not File ☐
Return To
Bring Up __/__/__
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Art
Paul - file copy
o.b.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1978

CERTIFIED MAIL

Lloyd N. Gass
Rt. 5, Box 1404
Klamath Falls, Oregon 97601

File 50268
Port of Entry
(Klamath Falls) Section
The Dalles-California Highway

Dear Sir:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement the Oregon Transportation Commission has found that the following described acquisition is necessary in order to accomplish the planned project. The acquisition is:

> Title in fee simple to the following described real property for right of way purposes including its use for a Port of Entry:
>
> > A parcel of land lying in Blocks 46, 47 and 48, FIRST ADDITION TO TERMINAL CITY, Klamath County, Oregon; the said parcel being that portion of said blocks included in a strip of land variable in width, lying on the Easterly side of the center line of the relocated The Dalles - California Highway, which center line is described as follows:
> >
> > Beginning at Engineer's center line Station 80+00, said station being 1501.8 feet South and 66.6 feet East of the Northeast corner of Lot 2, Section 18, Township 38 South, Range 9 East, W.M.; thence North 52° 38' West 654.8 feet; thence on a 1909.9 foot radius curve right (the long chord of which bears North 30° 01' West) 1507.8 feet; thence on a spiral curve right (the long chord of which bears North 1° 24' West) 600 feet to Engineer's center line Station 107+62.6.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
96+50		100+00	320 in a straight line to 335
100+00		101+62.6	335 in a straight line to 270
101+62.6		103+50	270 in a straight line to 65
103+50		105+25	65 in a straight line to 60

The parcel of land to which this description applies contains 1.12 acres, more or less, outside of the existing right of way.

All rights of access of every nature to the real property hereinabove described.

The Oregon Transportation Commission makes this offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $4,300.00.

May I ask your consideration of this offer at an early opportunity. The negotiating agent will continue to be available for any further assistance needed in arranging the details for closing this transaction. Your acceptance assures that this file will be concluded to the satisfaction of all. It is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:bc

Coulter

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

PORT OF ENTRY (KLAMATH FALLS) SECTION, THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

R-50268 - Lloyd N. Gass. 1.12 acre for right of way purposes. Offer $4,300.00.

Dated this 13th day of October, 1978.

H. S. COULTER, State Highway Engineer

RE: Report of Offer Tendered: 1

8854

October 13, 1978

Klamath County Planning Commission
County Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

The Oregon State Highway Division is planning to construct a port of entry in Klamath County. A parcel of land containing 1.12 acres must be acquired from Lloyd N. Gass. Negotiations with Mr. Gass have been unsuccessful and we are now proceeding to acquire the property by condemnation. The Highway Division has statutory authority to condemn the property for this use.

A Conditional Use Permit is required for the use of this property and in order to avoid additional delays in construction, we request the Planning Commission to accept our application for a Conditional Use Permit at this time.

Sincerely,

H. S. Coulter
State Highway Engineer

RJH:jk ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
Dale D. Allen
R. P. Hamilton

8x51

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 26, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Klamath Falls Port of Entry

TO: File

NOTED
E. S. HUNTE

This project was discussed with J. B. Boyd and Bob Hamilton. It was pointed out that because of the necessity of obtaining a variance or zone change on the property it would be very difficult to have the project cleared for contract before February or March, 1979.

The following problems have been encountered:

File 49668 - Peyton and Company

The owner has given the State a Permit of Entry and permission to apply for a zone change in his name. The property is located in Klamath County and the earliest date for a preliminary zone change hearing is October 5, 1978. If the hearing officer decides a variance is permissible, it will take an additional 45 days to process the request. If a zone change is required, it will take 90 days to process the request and the property would not be cleared for contract until after January 5, 1979.

File 50268 - Gass

This property is being appraised and the appraisal contract calls for a completion date of October 24, 1978. The owner has refused to give the State a Permit of Entry and will not allow us to apply for a zone change until we have legal possession. This property is located in Pelican City and will also require a variance or zone change hearing. If the owner were to agree to a settlement, it is possible that this property could be cleared by January 1. However, under the circumstances, it appears condemnation will be necessary and a more realistic clearance date will be February 1, 1979, if variance is required or March 15, 1979, if a zone change is required.

RJH:jc;jk

cc: Bob Hamilton
Don A. Haakenson
Harold Brainerd

copies to Coulter
Schroeder
Hunter
Versteeg
Moehring

RECEIVED
TECHNICAL SERVICES
OCT 2 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PERMIT UNIT
RECEIVED
SEP 29 1978

☒ DP ☐ OE ☐ CW ☐ ACW ☐ ACW
☐ CMS ☐ TS ☐ ATS ☐ ATS ☐ FILE

8854

STATE OF OREGON **INTEROFFICE MEMO** 4

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D.O. Christensen
Final Design Engineer

DATE: September 18, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Study Plans
Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Attached are two copies of the approved sign study plans for the Klamath Falls Port of Entry.

L. E. George
Traffic Engineer Supervisor

ELS:df
Attachments

cc: Dale Allen w/attachment
F.T. Lacey w/attachment
R. Hamilton w/attachment

REFERRED TO
Board WGB Stoudamayer
Cole Sample
Erikson Watson
Hager Dorn Lou
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen D
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 19 1978
ENGINEERING SECTION

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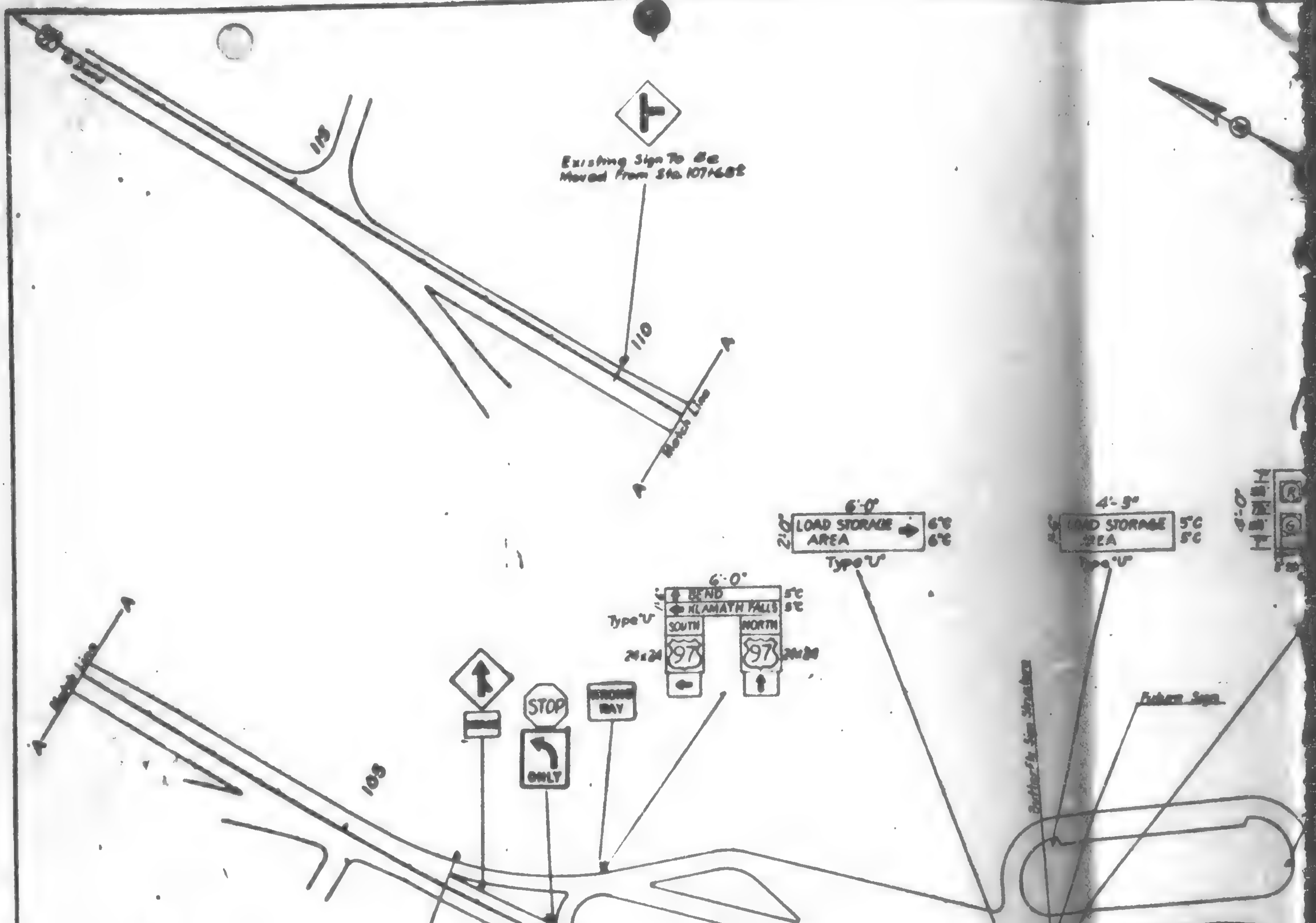
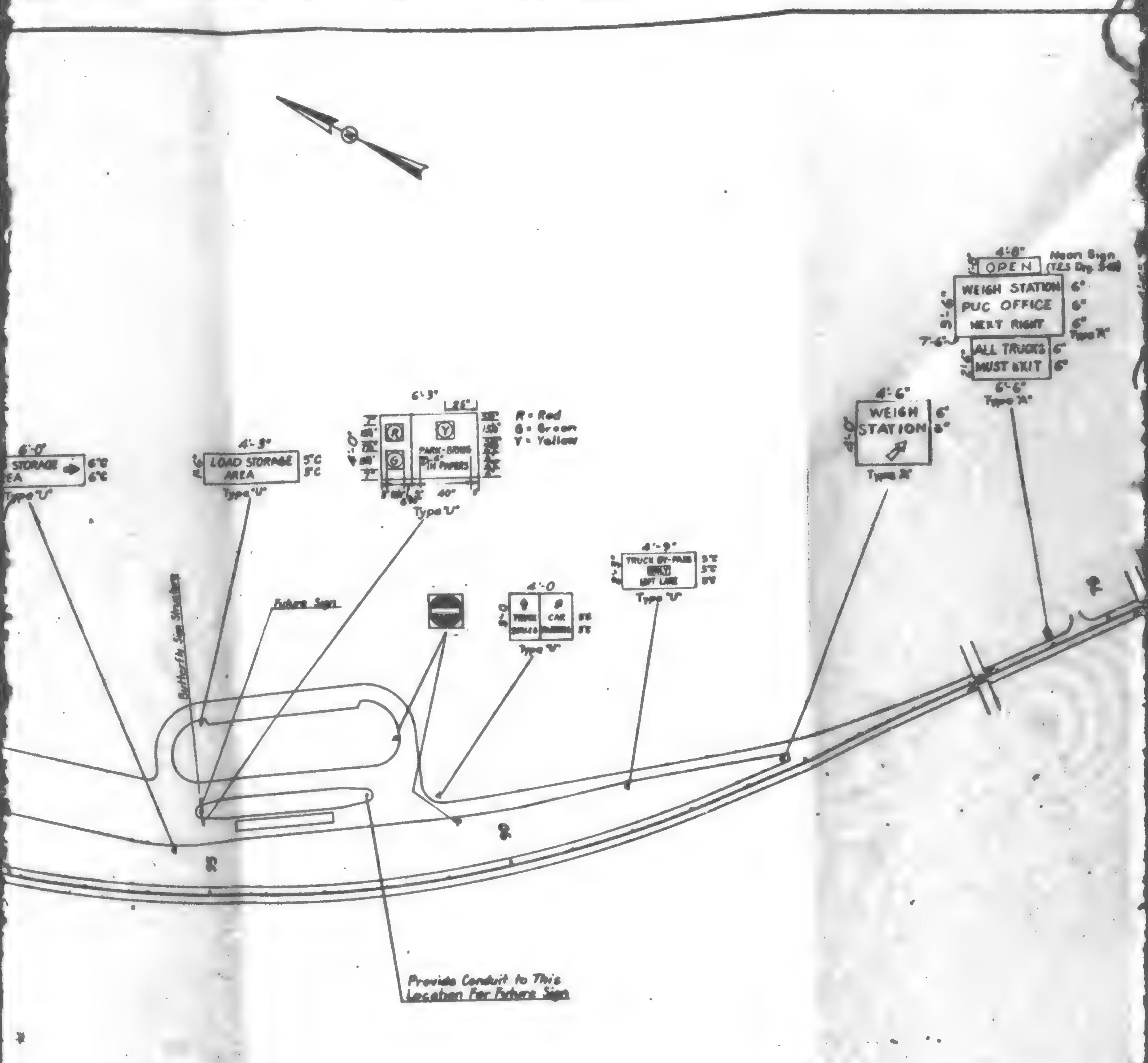
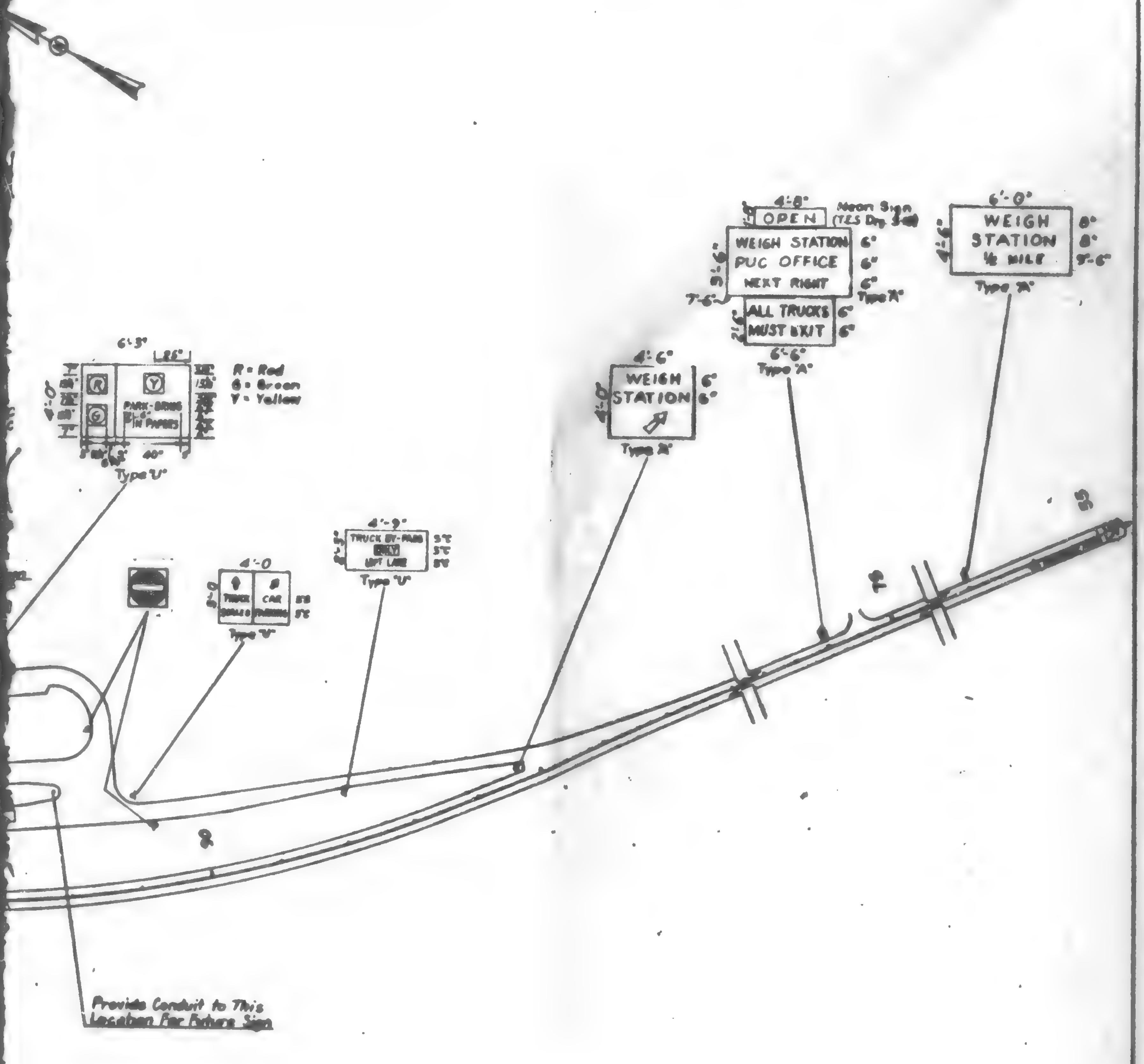
Action

81-123-1387


Existing Sign To Be Moved From Sta. 107+68±
118
110
A
Match Line
A
6'-0"
LOAD STORAGE AREA
6"C
6"C
2'-0"
Type "U"
4'-3"
LOAD STORAGE AREA
5"C
5"C
Type "U"
4'-0"
R
G
6'-0"
BEND
KLAMATH FALLS
5"C
5"C
Type "U"
SOUTH
97
24x24
NORTH
97
24x24
STOP
ONLY
WRONG WAY
Future Sign
103
100
NO LEFT TURN
NO RIGHT TURN


6'-0"
STORAGE
EA
6"C
6"C
Type "U"
4'-3"
LOAD STORAGE
AREA
5"C
5"C
Type "U"
6'-3"
25"
R = Red
G = Green
Y = Yellow
R
G
Y
PARK-BRING
IN PAPERS
40"
Type "U"
Butterfly Sign Structure
Future Sign
4'-0
TRUCK
CAR
5"C
5"C
Type "U"
4'-9"
TRUCK BY-PASS
ONLY
LEFT LANE
5"C
5"C
5"C
Type "U"
4'-6"
WEIGH
STATION
6"
6"
4'-0"
Type "A"
4'-8"
OPEN
Neon Sign
(T&S Dwg. 3-48)
WEIGH STATION
PUC OFFICE
NEXT RIGHT
6"
6"
6"
Type "A"
7'-6"
ALL TRUCKS
MUST EXIT
6"
6"
6'-6"
Type "A"
Provide Conduit to This
Location For Future Sign
SIGN
KLAMATH FA
THE DALLES-C
Action
Approved
7-21-70


6'-3"
25"
R = Red
G = Green
Y = Yellow
R
G
Y
PARK - BRING
IN PAPERS
40"
Type "U"
4'-0
TRUCK
SCALES
CAR
PARKING
Type "U"
4'-9"
TRUCK BY-PASS
ONLY
LEFT LANE
Type "U"
4'-6"
WEIGH
STATION
6"
6"
Type "A"
4'-8"
OPEN
Neon Sign
(TES Dwg. 3-48)
WEIGH STATION
PUC OFFICE
NEXT RIGHT
6"
6"
6"
7'-6"
Type "A"
ALL TRUCKS
MUST EXIT
6"
6"
6'-6"
Type "A"
6'-0"
WEIGH
STATION
½ MILE
8"
8"
5"-6"
Type "A"
2
2
3
Provide Conduit to This
Location For Future Sign

SIGNING PROJECT

KLAMATH FALLS PORT OF ENTRY
THE DALLES - CALIFORNIA HWY. - KLAMATH CO.

Action	Date	[illegible]	Title
Submitted	7-[illegible]	[illegible]	Traffic Control Engr.
Approved	7-21-[illegible]	P. T. [illegible]	[illegible] Engineer
"	[illegible]	[illegible]	Traffic Engineer
"			Asst Hwy Engr.
Remarks		Not Req'd	F. [illegible]

ROBERT W STRAUB
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-6667

September 12, 1978

NOTED
H. S. COULTER

Bob Hamilton, Director of Permits
Highway Division, State of Oregon
PO Box 14030
Salem, OR 97310

Now that the Emergency Board has approved the use of funds enabling completion of the Klamath Falls Port of Entry, I expect that both agencies are in agreement that the project should be progressed very promptly to avoid further acquisition or cost problems.

In this regard, it would be very helpful to know what immediate actions are being taken to acquire the land and to prepare the matter for bid-letting. Could you please supply some info along that line?

I was going to discuss this by phone today but you were home ill, so I decided to drop this note to you.

Don

Don A. Haakenson
Assistant Commissioner
Motor Carriers

slg/N2553C

RECEIVED
STATE HWY ENGR
SEP 18 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
SEP 13 1978
X

Copies to Coulter
Hunter
Schroeder
Boyd
Versteeg
Hart
George
D. Allen

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Don Haakenson, Asst. Commissioner
Public Utility Commission

DATE: August 31, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Port of Entry (Klamath Falls)
The Dalles-California Highway
Klamath County

The Klamath Falls Port of Entry was designed so that southbound vehicles found to lack PUC's at the Pelican scale site could be directed to the Port of Entry for processing.

Our field people have contacted us and advised that the sight distance and grade problems will make this a hazardous maneuver if provided at the south end as originally laid out and that the alternate we tried at the north end is too close to the existing scale site to allow for a safe crossing maneuver.

This was reviewed by our Traffic Section at some depth and a copy of their report is attached outlining the safety problems, low usage and apparent lack of need.

Based on the potential safety problem we will eliminate this provision from the plans.

Att.

ADO:ab ia

bc E. S. Hunter
R. L. Schroeder
Dale Allen
J. H. Versteeg
L. E. George
R. P. Hamilton

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: DWAYNE O. CHRISTENSEN
ENGINEER

ATTN:
DON STOUDENMEYER

DATE: August 21, 1978

FROM: L. E. GEORGE
TRAFFIC ENGINEER SUPERVISOR

SUBJECT: PORT OF ENTRY
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 23 1978
ENGINEERING SECTION

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As requested, this office has reviewed the site plans and signing plans for the subject project in relation to a possible southbound movement originating at the existing scale site on the westerly side of US97 and gaining access to the new port of entry site on the easterly side of US97.

This movement was to accommodate trucks ticketed for not having P.U.C. licenses.

The port of entry is designed for northbound traffic entering the state. The elevation of the site precludes the economical construction of ramps for this southbound movement. One possible site for such a ramp is at the south end of the port of entry. The vertical alignment would make this an unsafe location for such a movement across northbound traffic. The only other site would be at the north end of the P.O.E. and is so close to the existing scale site that trucks could not safely cross highway traffic and gain access to the P.O.E.

Channelization such as 3rd lanes, left turn refuges, etc. were considered and discarded as impractical, too costly, or encroaching on railroad right-of-way. Walking to the P.O.E. to obtain their license was considered too hazardous in this rural high speed section of US97.

It was determined from our weighmasters that violations found at this southbound weigh station are relatively low amounting to 15 to 26 cases per month. Those ticketed for no PUC's must pay their fine whether or not they then obtain their PUC license. Most then would leave the state and obtain their license upon the return trip.

Based on the physical conditions such as grades, sight distance, rural nature of the location, speed of traffic, etc.; the proximity to the state border and primarily to the low number of instances this will occur no provision for this 'backwards' movement should be designed into the port of entry at the Klamath Falls US97 location.

L. E. George
Traffic Engineer Supervisor

GLC:tk

8854

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
August 29, 1978

FILE: LOC
18-1426

Wayne F. Cobine

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Port of Entry
(Klamath Falls)

TO: Memo to the File

On Monday, August 28, 1978, I met with Eliot Allen, Planning Director concerning the proposed sewer line from the P. O. E. to the new City trunk line.

After discussion, Mr. Allen had a better understanding of our proposal. We would construct the 1,985 feet of 8-inch sewer to hhe crest of the hill (as per plan), and then as per agreement the line would be turned over to the City, and they would be respondsible for the maintenance. The 1,104 feet of 4-inch sewer would be constructed by us, and maintained by the State.

Additional discussion on Monday, August 28, 1978 with Jim Watson, City Manager, and Jeff McIlvenna, City Engineer brought up the following points.

1.) The modified Type B Inlets shall be changed to a standard manhole. (5 only)

2.) The City recommends the use of Class 1500 A. C. pipe rather than Class 3 Non-Reinforced Concrete Pipe, and use of Class 2400 A. C. under any approaches of which there are 3.

It appears that we are finally in agreement and can proceed with the project. I would recommend that the inlets be changed to manholes, and the Asbestos Cement Pipe be used.

cc: Dale Allen
Walter Hart

RECEIVED
AUG 3 1978
BRIDGE SECTION

PROJECT MANAGEMENT
COORD
FAE
SEP 1978
Holmes

NOTED
R. W. ELLISON

NOTED
W. J. HART

STATE OF OREG

INTEROFFICE MEMO

2854

TO: E. S. Hunter
Technical Services Engineer

DATE: August ~~9~~ 14, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Letter-Form Agreement Draft
Sanitary Sewer Line
Port of Entry, The Dalles-Calif. Hwy., No. 4
City of Klamath Falls

Presented herewith, per your request, is a suggested draft of a letter-form agreement covering the installation, connection, maintenance, and service fees for a sanitary sewer to serve the Klamath Falls Port of Entry.

Estimated cost for installation is $35,000 to $50,000.

Please review the draft and advise the Office of Project Management of any revisions, additions or deletions.

MH:pf
Attachments

cc: J. H. Versteeg
Walt Hart
Dale Allen, Region 4

8-14-78 Versteeg brought this back with the recommendation we give this line to the City. Ownership would then be clear in the record & they would have the right to make connections. Should it later need to be adjusted to widen the highway, it is not so clear. City is not likely to sign agreement comitting themselves to such

G. Wimer

4 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
1 Scott
Savage

RECEIVED
AUG 09 1978
ENGINEERING SECTION

Trou
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Return To
Bring Up __/__/__
Action

looks OK

OK

8/14
Dale Allen says "yes" City should own the line.
MCH

APPROVED
Duane C. Christensen
FINAL DESIGN ENGR.
8-14-78
JHW

61-125-1307

STATE OF OREGON **INTERO. .CE MEMO**

TO: E. S. Hunter ✓
Technical Services Engineer

DATE: August ~~9~~ 11, 1978

FROM: G. W. Wimer Harold Wimer
Local Government Manager

SUBJECT: Letter-Form Agreement Draft
Sanitary Sewer Line
Port of Entry, The Dalles-Calif. Hwy., No. 4
City of Klamath Falls

Presented herewith, per your request, is a suggested draft of a letter-form agreement covering the installation, connection, maintenance, and service fees for a sanitary sewer to serve the Klamath Falls Port of Entry.

Estimated cost for installation is $35,000 to $50,000.

Please review the draft and advise the Office of Project Management of any revisions, additions or deletions.

MH:pf
Attachments

cc: J. H. Versteeg
Walt Hart
Dale Allen, Region 4

2568

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM
LCF ☒ FAE ☐ CFI
AUG 11 1978 BP
M
PM RR
Holmes LG UR
I couldn't reach Hamilton.
Please follow-up w/him.

8-11-78

Wimer

I have not been able to confirm that a site has been selected and that P.U.C. has told us to proceed. The agreement is probably OK. if the site is selected and P.U.C. has the money. Hamilton is our representative and he is on vacation. Suggest you contact him Aug 14th, for clarification as to whether or not we should proceed.

Ed.

8-15
P.U.C. needs E-board approval for money.
MCH

RECEIVED
TECHNICAL SERVICES
AUG 9 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

81-125-1387

July 26, 1978

Mr. Don Haakenson
Assistant Commissioner
Public Utility Commissioner
Labor & Industries Building
Salem, OR 97310

Dear Mr. Haakenson:

Status Report
Klamath Falls Port of Entry
The Dalles-California Hwy. (MP 271.5)
Klamath County

Enclosed is a current plan and estimate for the relocated Port of Entry.

The necessary right-of-way has been laid out, property descriptions prepared and appraisals are presently under way. A zone change will be required. An optimistic estimate of possession and rezoning is four to five months, which would mean a December contract letter (or possibly November).

The construction plans are basically complete, the building plans are done, and the other required plans are scheduled to be ready for the November 16 contract letting in case the right-of-way and rezoning might be complete.

Water supply will be by drilling a well. This will be an anticipated item in the contract authorization and be drilled after the grading is complete.

The area is not suitable for drain fields and we have been advised to connect to the proposed city sewer line which will go through the original P.O.E. site. The city has agreed to such a connection but we are still in negotiation since they have requested that our pipe be larger than necessary for the P.O.E. This is presumably to serve other future development. The enclosed estimate reflects the requested size.

The engineering costs to date are approximately $57,000. This includes the cost of developing almost a complete set of plans for the previous site. If all goes well, the cost to complete the current set of plans, specifications, etc., and contract the project will bring this figure to about $62,000.

This, coupled with the enclosed cost estimate for the project, would bring the total project cost to $907,000 and indicate an increase of $147,000 over the $760,000 originally budgeted for the project.

Our preliminary estimates at this new site indicated this might be the case so several alternate designs were tried to cut costs as much as possible. We were able to reduce the excavation quantities materially; however, the expected increase in prices on other items more than offset this saving.

If there is further information you desire, please let us know.

Sincerely,

H. E. Coulter
State Highway Engineer

Enc.

ADO:jh ia

bc E. S.Hunter
J. H. Versteeg
R. P. Hamilton
Dale D. Allen

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 7-17-78

Section K. Falls P.O.C. County Klamoth

Kind Of Work ____ Length 0.5 Name Sacre

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	8%	All	All		52,250
	Temp. Prot. & Dir. of Traffic		All	All		10,000
	Clearing & Grubbing		Acre	10	500^{00}	5,000
	General Excavation		Cu. Yd.	46,500	2^{10}	97,650
	Trench Excavation		Cu. Yd.	150	8^{00}	1,200
	Finishing Roadbed & Slopes		Mile	0.5	1500^{00}	750
	Watering		M-Gal	55	8^{00}	440
	Aggregate Base		Ton	2,400	9^{00}	21,600
	Lime Treated Subgrade		Sq. Yd.	13,685	0^{95}	13,000
	Lime in Treated Subgrade		Ton	157	86^{00}	13,502
	Cement Treated Base		Ton	9.950	12^{00}	119,400
	Cement in Treated Base		Ton	550	86^{00}	47,300
	Asphalt in Seal		Ton	17	150^{00}	2,550
	Asph. Conc. Mixture (Cl. "B")		Ton	1,470	18^{00}	26,460
	Asphalt in Mixture		Ton	96	101^{00}	9696
	12-inch Culvert Pipe		Lin Ft	260	12^{00}	3120
	12-inch Sewer Pipe		Lin. Ft.			
	Conc. Manholes, Type "B" 3'-4' Depth		Each			
	Concrete Inlets, Type G-2M		Each	2	550^{00}	1,100
	Concrete Walks		Sq. Yd.	150	11^{00}	1,650
	Concrete Curbs		Cu. Yd.	20	100^{00}	2,000
	Delineators		Each	20	20^{00}	400
	Subtotal					429,068

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

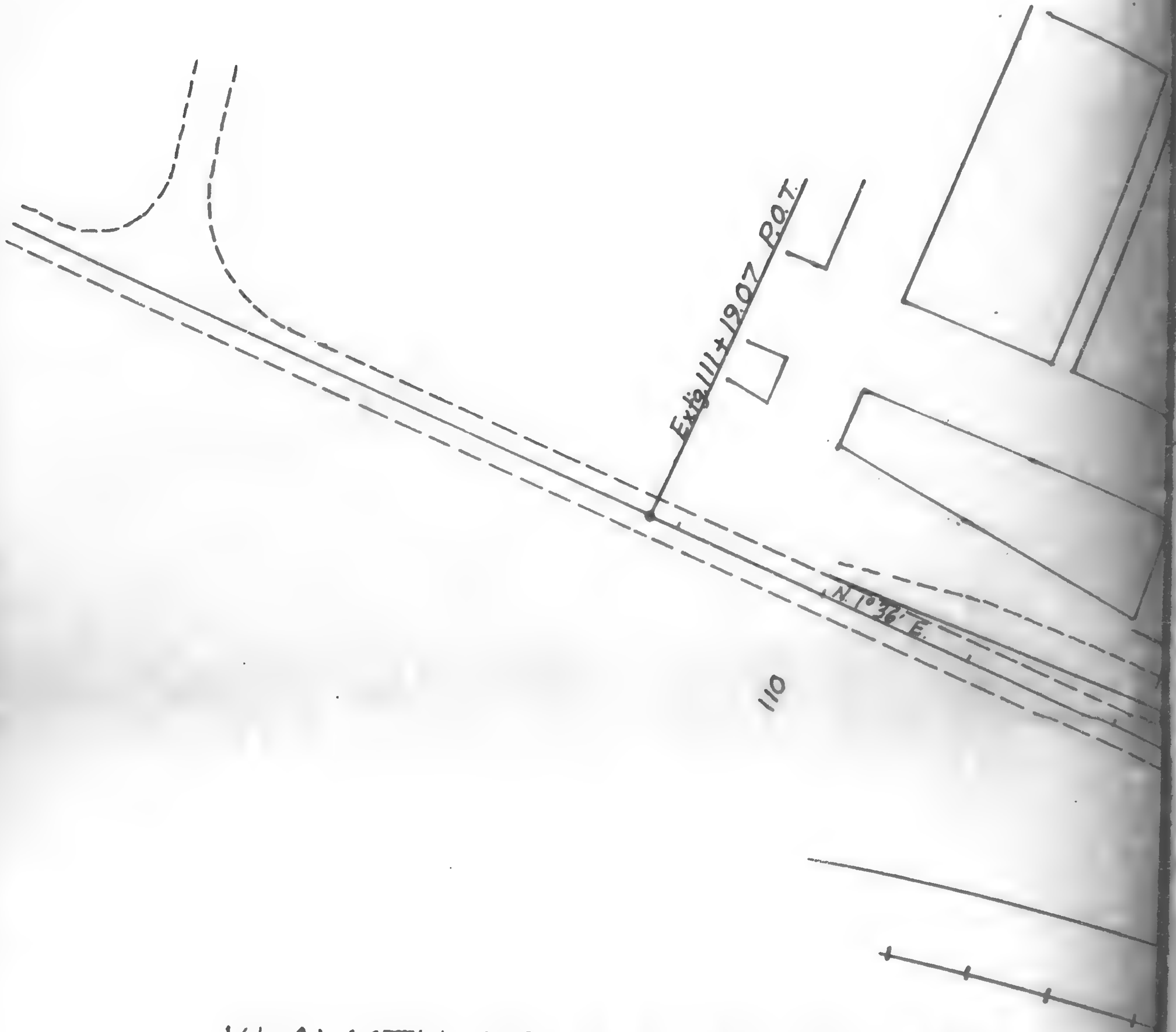
Sheet 2 of 3
Date 7-17-78

Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Truck Scale Pit & Approach Slab		Each	1	15,000^{00}	15,000^{00}
	Flag Pole		Each	1	1,170^{00}	1,170^{00}
	P.O.E. Building		All	All	105,000^{00}	105,000
	Signing, Signals & Illumination		All	All	85,000^{00}	85,000^{00}
	Sewer & Water		All	All	70,000^{00}	70,000^{00}
	Subtotal					705,238
	Engr & Cont. 12½%					88,762
	TOTAL					794,000
	Striping					1,000
	Scale					10,000^{00}
	TOTAL					805,000
	Right of Way					40,000
	GRAND TOTAL					845,000

5 Copies K.Falls P.O.E.

5 Copies K. Falls P.O.E.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KLAMATH FALLS PORT OF ENTRY
THE DALLES - CALIF. HIGHWAY
KLAMATH CO.

6-20-78

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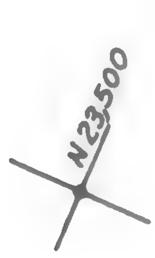

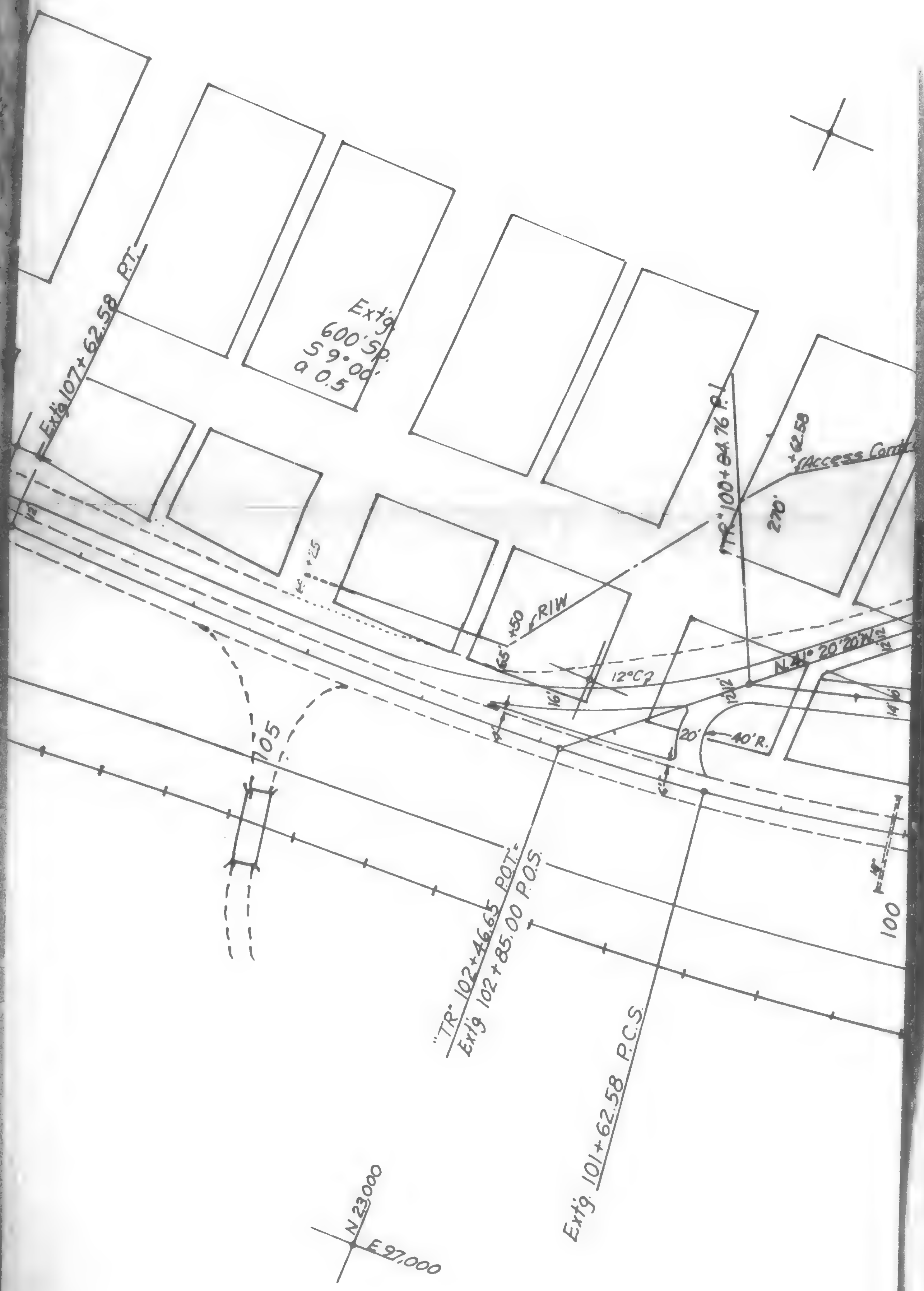
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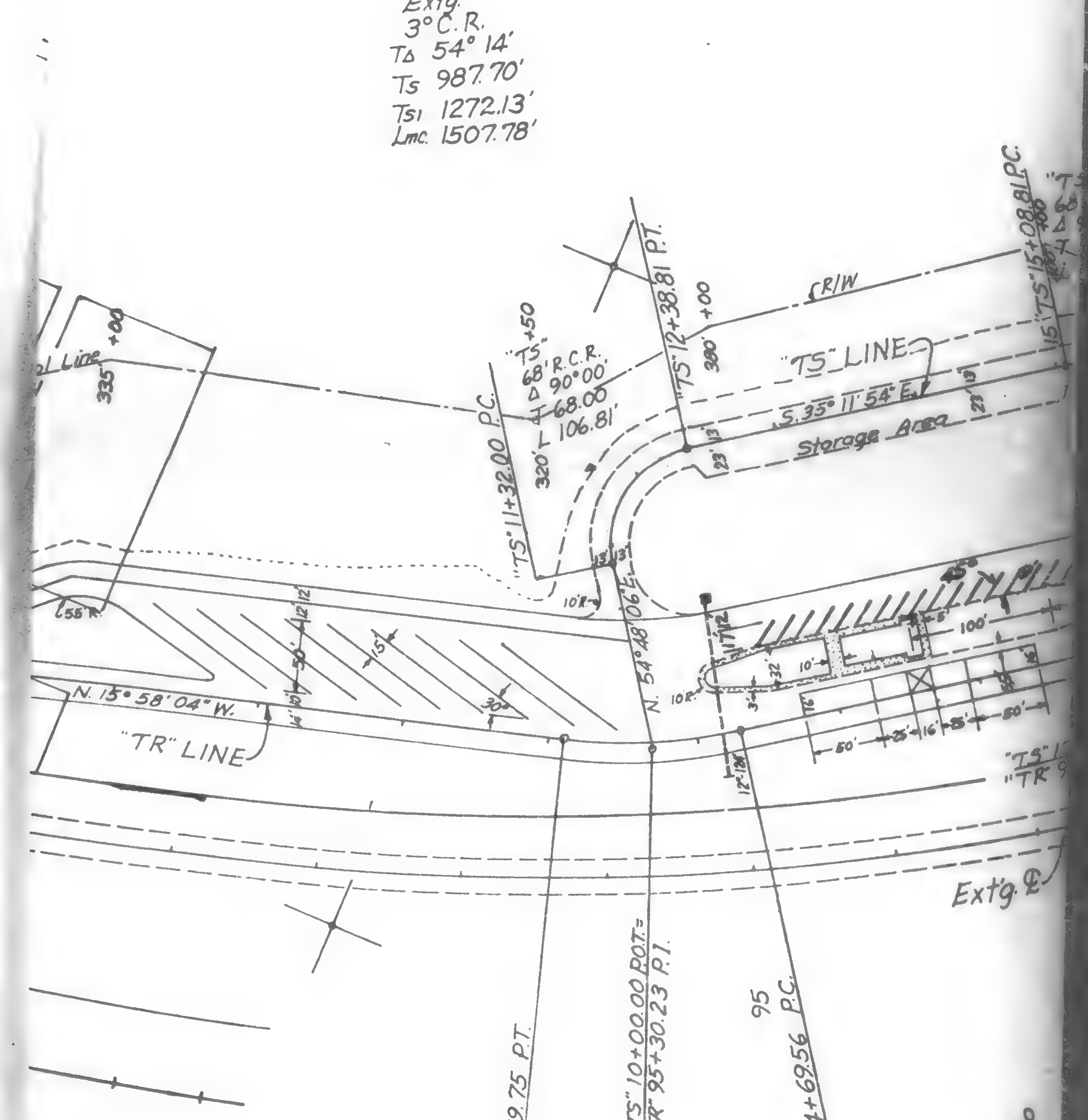
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Lmc. 1507.78'
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T 68.00
L 106.81'
+50
"TS" 11+32.00 P.C.
320'
"TS" 12+38.81 P.T.
380'
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S. 35° 11' 54" E.
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23'
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al Line
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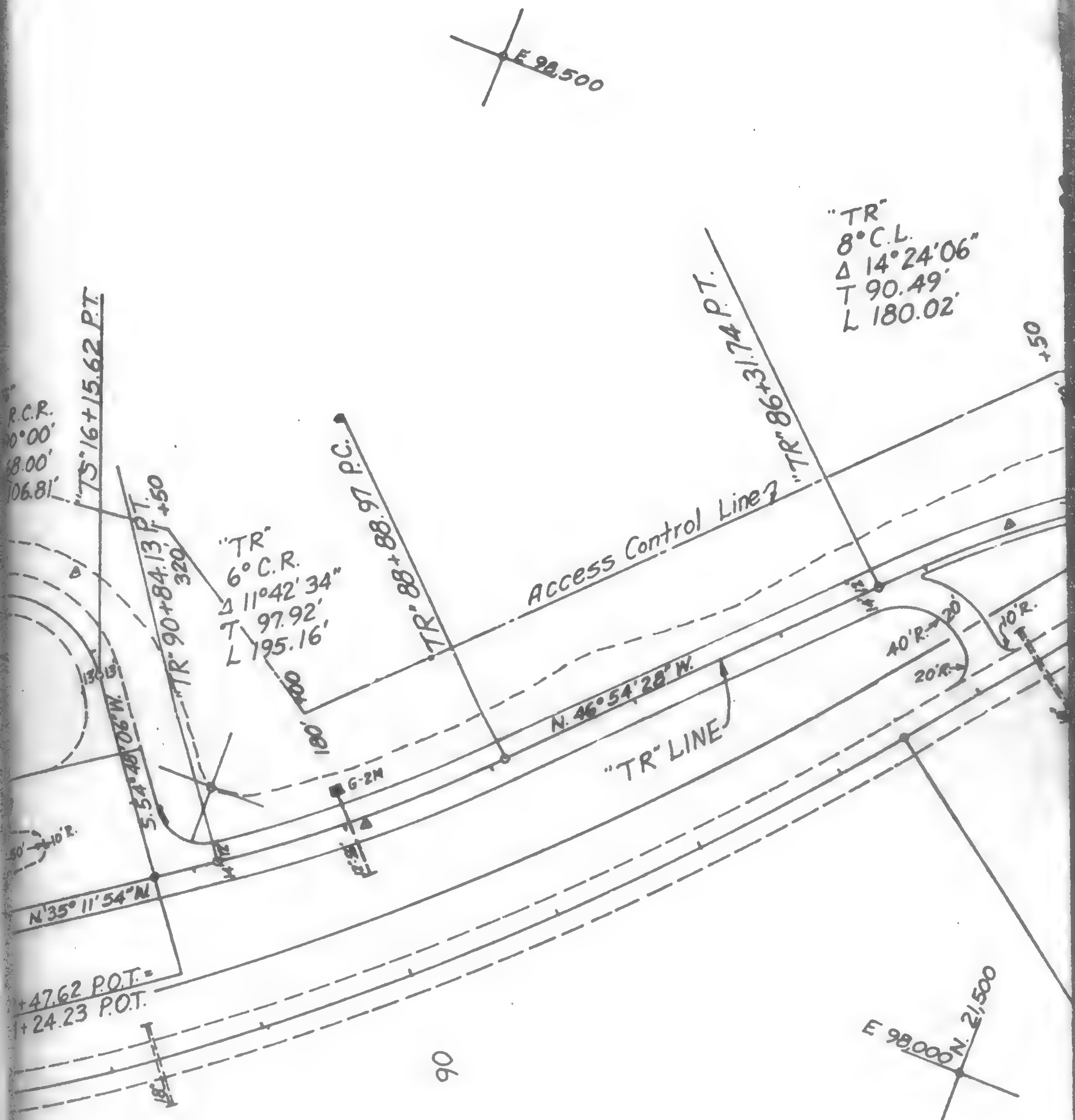
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"TS" 16+15.62 P.T.
"TR" 90+84.13 P.T.
+50
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"TR"
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Δ 11°42'34"
T 97.92'
L 195.16'
"TR" 88+88.97 P.C.
"TR" 86+31.74 P.T.
Access Control Line
100
180'
N. 46°54'28" W.
"TR" LINE
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130
10'R.
50'
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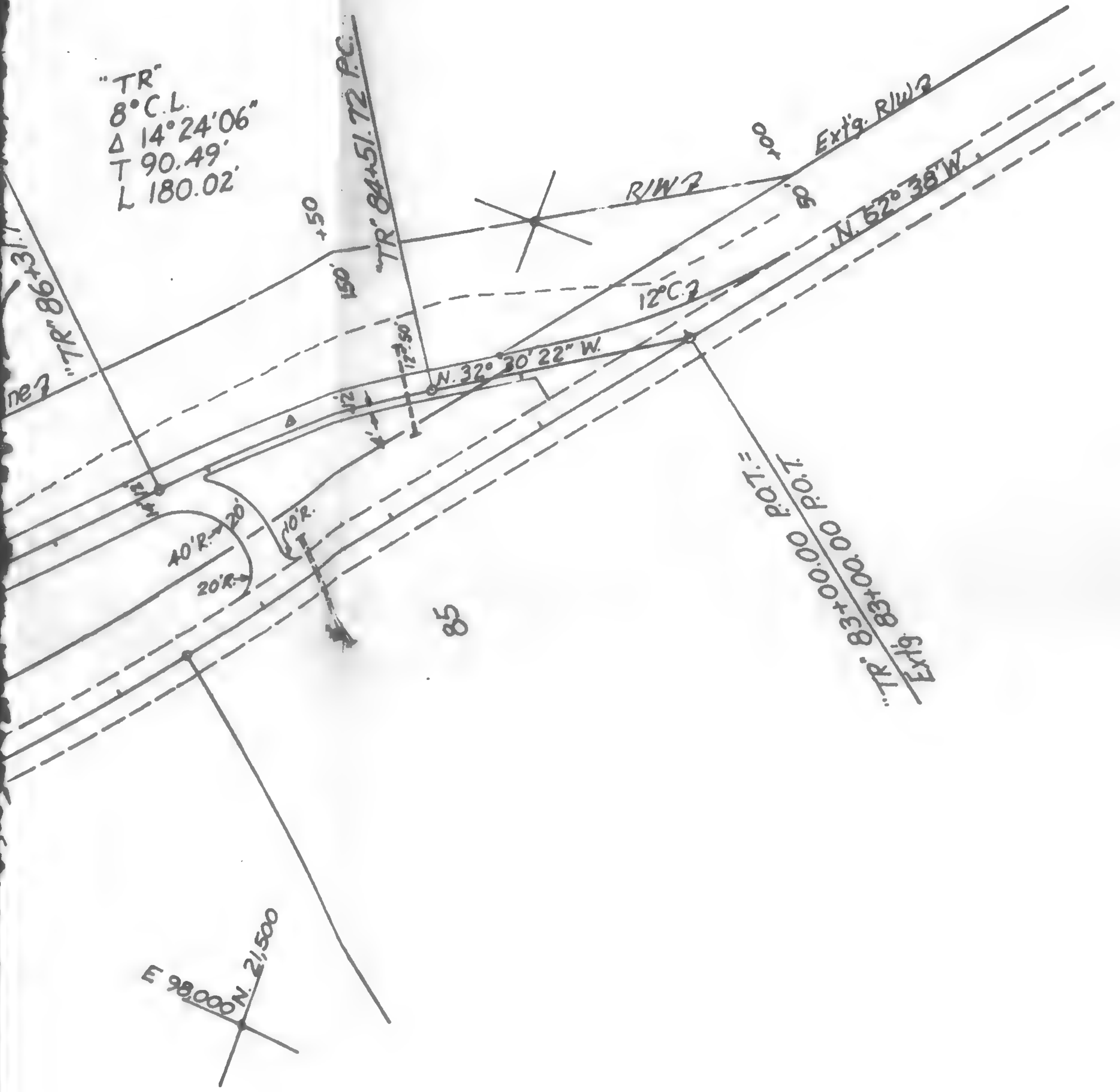
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FORM 41-734-3030

8854

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

July 20, 1978

FILE: 18-1426

FROM: Dale Allen
Region Engineer

TO: J. H. Versteeg
Engineering

Bob Ellison
Bridge Design

SUBJECT: Sewer Line
Klamath Falls Port of Entry

On this date a discussion was held with Jim Watson, City Manager of Klamath Falls, pertaining to the proposed sewer line for the Port of Entry. The City is agreeable to entering into an agreement with the State for the installation of an 8-inch gravity line (approximately 3,000 ft.) from the Port of Entry to their trunk line. The trunk line in question will go out to bid August 7 for completion by Spring, 1978.

Upon completion of the installation of the 8-inch line, the City will assume maintenance. The City Manager will request to the Council that the hook-up fee ($500) be waived; however, there will be a monthly service charge of approximately $5.00.

This office recommends we proceed on this basis and Don Harwell's section prepare the required agreement. Estimated cost is $35,000 to $50,000.

DA:mr

cc: Wayne Cobine
Don Harwell

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TECHNICAL SERVICES
JUL 21 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

cc Moehring
Hunt
Versteeg
} proceed Holmes
7-24-78

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JUL 21 1978
BRIDGE SECTION

NOTED
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NOTED
R. W. ELLISON

2854 4

Salem, Oregon
June 26, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

30268 - Lloyd M. Gass
Port of Entry (Klamath Falls)
Section
The Dalles-California Highway
Klamath County

Attached is a description, an authorization and R/W prints covering R/W through the subject property for the revised Port of Entry at Klamath Falls.

Revised File 49668 is being sent to your office seperately and is also required for this new site.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

RECEIVED
JUN 27 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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4

SALEM, OREGON
June 23, 1978

a Olson
A. D. Olson
Preliminary Design Engineer

Klamath Falls Port of Entry
The Dalles-California Hwy
(MP 271.5)
Klamath County

Dale Allen
Regional Engineer
Bend, Oregon

The original design laid out at the site opposite Pelican Scales was detailed out and estimated using field data and came out at approximately $900,000. PUC has $760,000 budgeted for this project.

By leaving the highway sooner, it was possible to lay the site up the hill and materially reduce excavation costs. This will put the scale site approximately 20 feet above the existing highway. The cost for the revised plan enclosed is estimated at $820,000.

This plan and profile has been reviewed by Bob Hamilton and Vern Busch and approved.

Please review the enclosed plan and profile and contact me or Don Stoudenmeyer, if you have any comments or questions.

ADO:ck
enclosure
cc: Walt Hart
Bob Hamilton

___Versteeg___
___Christensen___
___George___
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___Torpin___
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___Scott___
___Savage___

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JUN 23 1978
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OREGON STATE HIGHWAY DEPARTMENT

TO: Adrian Olson 4

SUBJECT: Port of Entry Klamath Falls

FROM: Wayne F. Cobine

DATE: 5/17/78

Attached herewith find a letter from the City of Klamath Falls indicating their position as far as connecting to the proposed new sewer line.

If you need additional information, please let me know.

Versteeg
Christensen
George
Olsen aol
Terpin
Sullivan
Scott
Savage

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MAY 19 1978
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Wayne F. Cobine
(SIGNATURE)

cc Region.

PLEASE REPLY HERE

Copy to { Bridge (Hansen)
Sacre

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

May 15, 1978

Wayne Cobine, Resident Engineer
State Highway Division
2557 Altamont
Klamath Falls, Oregon 97601

Dear Wayne:

This is to reiterate our May 12 conversation on sewer service for your new Port of Entry on Highway 97.

After discussing the matter with the City Manager we agreed that if the Highway Division is willing to install a 12-inch line, being of sufficient capacity to service that vicinity of Highway 97, the City would waive its annexation requirement and hook-up fee. A monthly service charge of approximately $5.00 would remain.

Please feel free to contact us if we can be of further assistance in this regard.

Sincerely,

Eliot Allen
Planning Director

cc: City Manager
Public Works Director

RECEIVED

SISTER CITY
ROTORUA, NEW ZEALAND

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 16, 1978

FILE:

a Olsen

FROM: A. D. Olsen
Preliminary Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Sewage Disposal
Klamath Falls P.O.E.
The Dalles - Calif. Hwy (MP 271.5)
Klamath County

The problem of sewage disposal for the proposed Port of Entry approximately opposite the Pelican scale was discussed by telephone with John Gunter. He advises that test pits indicate that the site is not suitable for a drain field and that there is no area in the vicinity that could be used for a drain field. Other properties in the area are having problems.

John reminded me that while the City was agreeable to a hook up to their proposed sewer at our previous site that they might not accept sewage from the new site. It is some distance outside the city limits, not in a potential annexation area, etc. Wayne Cobine checked this with the City and advised us by phone that they would allow us to hook up at no cost.

This was discussed with Jim Hansen, Bridge Section, to determine what options might be open to us. After discussion with the local DEQ office he suggests that there may be alternates to hooking up to the city that are cheaper both in first cost and probably on a continuing basis.

There are "evapro-transpiration" beds, similar to drain fields, that have been successful in the area. He will pursue this with DEQ since it appears to be the best alternative. The cost would probably be in the $10,000 area with little, if any maintenance costs. Hooking to the City sewer would be $25,000 more or less plus a monthly charge and continuing maintenance on a pump station. (A pressure line would be cheaper and eliminate man holes along the fall out area and would probably be used if we hook to the City sewer.)

ADO:ns
cc: Dale Allen
John Gunter
Bob Hamilton
Jim Hansen

REFERRED TO
_____ Beard ✓ Stoudenmeyer _____
_____ Cole _____ Semple _____
_____ Eriksen _____ Watson _____
Hager _____ Dorn _____ Leu _____
[✓ Return] Discuss Do File Copy Due _____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
✓ Christensen
_____ George _____
_____ Olson _____
_____ Terpin _____
_____ Sullivan _____
_____ Scott _____
_____ Savage _____

RECEIVED
MAY 17 1978
ENGINEERING SECTION

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 8, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: J. H. Versteeg
Head of Engineering

BUILDING

Attn: Floyd Scott

SUBJECT: Files 49666, 49667, 49668

Port of Engry (K. Falls)
~~The Dalles-California Hwy.~~
Klamath County

In connection with the moving of the location of the Klamath Falls Port of Entry, we are canceling the following files.

6B-10-6
5B-29-14

File	Name	Area
{49666	Victor, Joe and Eleanor	0.04 ac
{49667	Asphalt Construction Co.	8.80 ac
~~49668~~	~~Peyton & Co.~~	~~1.95 ac~~ To be revised later. S.

Files Cancelled. S.

AE:nn
cc: Dale Allen
H. G. Brainerd
Title
Appraisal
F. Lowe
A. Riveness

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 09 1978
ENGINEERING SECTION

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NOTED
FLOYD O. SCOTT
5-9-78

8854

4

Salem, Oregon
April 10, 1978

A. D. Olson
Preliminary Design Engineer

Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Dale Allen
Region 4 Engineer

Enclosed are two copies of a mosaic showing alternate sites for the Klamath Falls Port of Entry. These have been discussed with P.U.C. and we are to develop the northerly site (plan dated 2/3/78) in the vicinity of the present southbound scale.

Please have the area cross-sectioned going out 400 feet through the truck turnaround and the parking area so that we can lay out for future expansion. Also, get cross-sections northerly along the highway to the County road to cover a possible acceleration lane.

Please have the possibility of septic tank and drain fields explored with the local jurisdiction. The drain field could be between the parking area and the highway if the material is satisfactory. If not, possibly there is another area nearby that we could gravity flow or pump to that would be satisfactory as a drain field as an alternate to taking the sewage south to the proposed City sewer line.

Please rough out your best guesses as to when the field work could be done, drain field exploration undertaken, time to acquire right-of-way after descriptions are supplied and any other "schedule" items you might think of.

ADO:ab
cc: Bob Hamilton

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
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APR 11 1978
ENGINEERING SECTION

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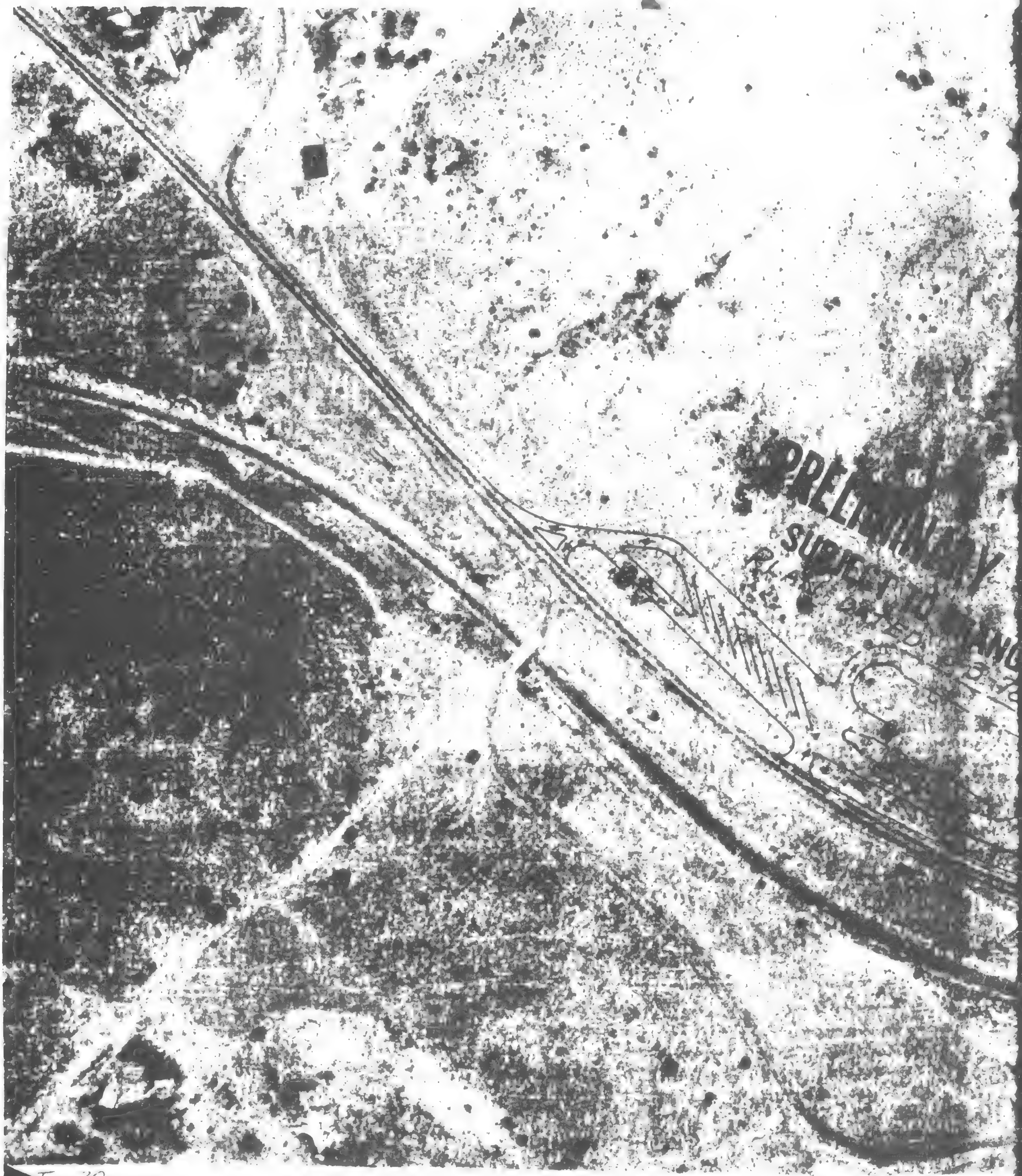
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Klamath Falls POE Site

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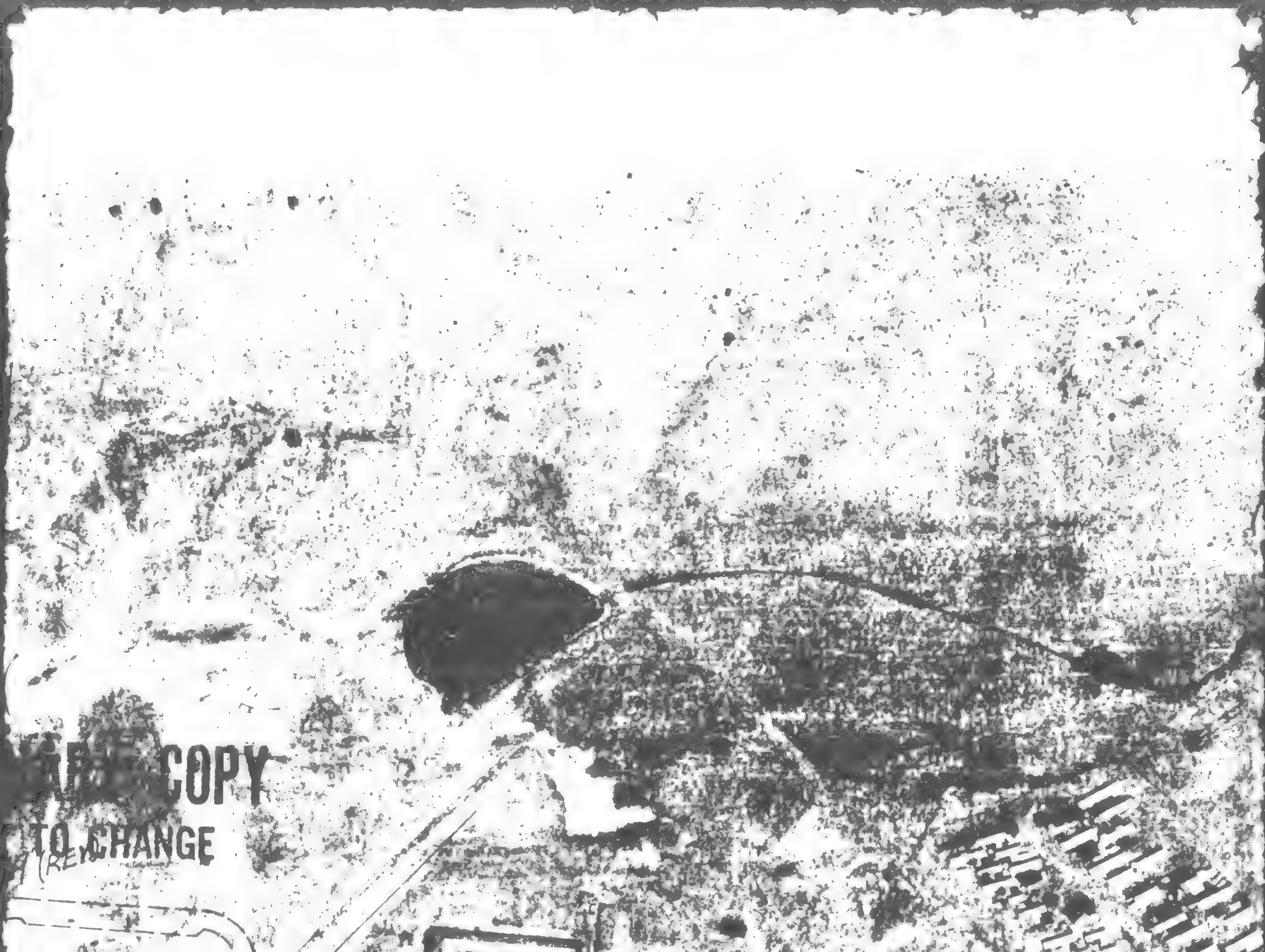
ORIGINAL PLAN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Photograph of July 19
Approx. Scale 1"=
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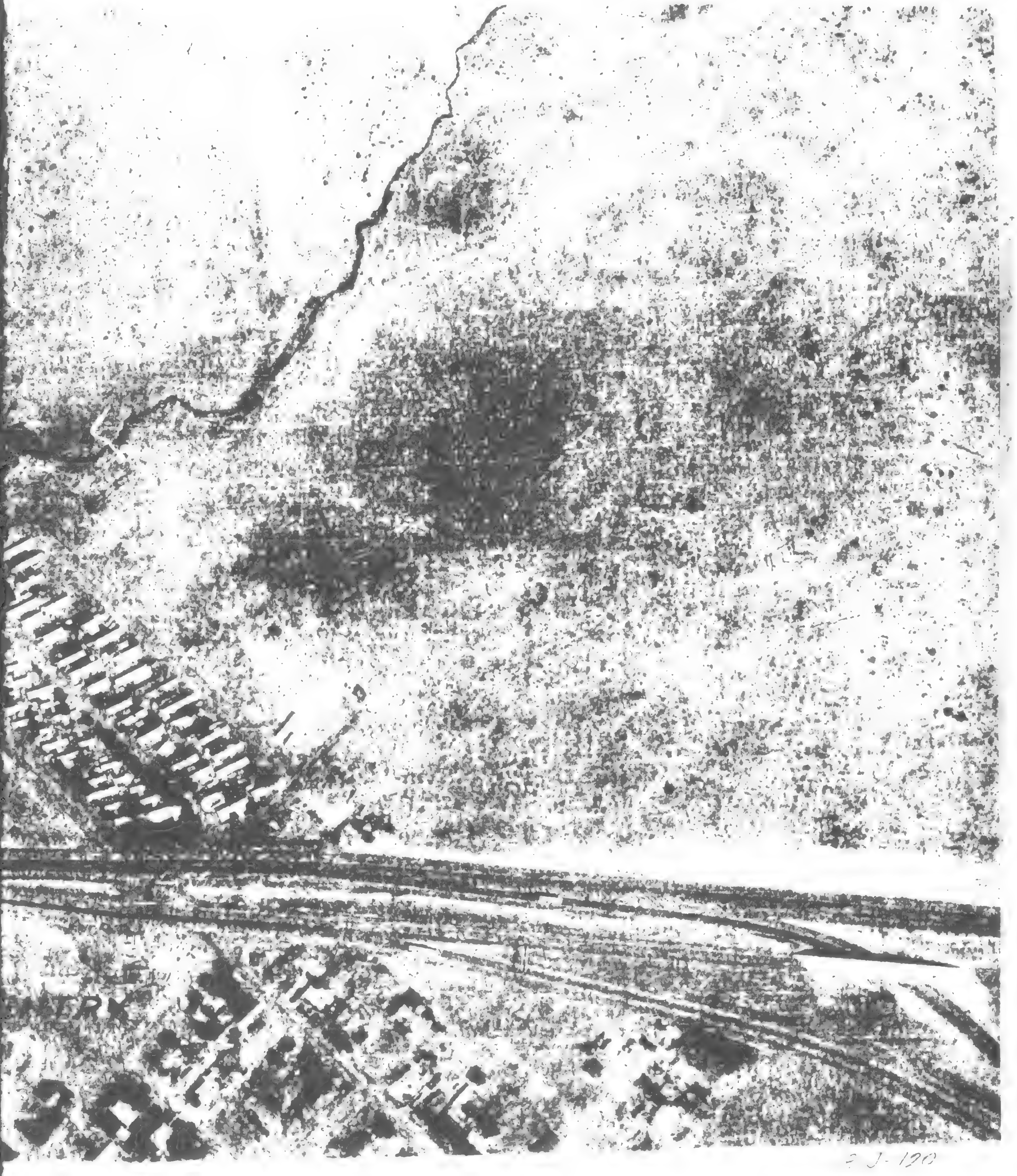

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

E. Salem Highway Bldg.

April 10, 1978

FROM: R. P. Hamilton
Director of Permits

SUBJECT: Proposed Klamath Falls
Port of Entry

TO: Memo to the File

NOTED
H. S. COULTER

A meeting was held this date to finalize site selection for the subject project.

In attendance were:

PUC: Don Haakenson
Hardy Cave
Paul Henry

ODOT: Technical Services,
Engineering Section: Hal Versteeg
Adrian Olson
Tom Edwards

Permit and Weighmaster Unit: R. P. Hamilton

A site located across the highway from the existing Pelican City truck scale was selected. The site is identified on design aerial photos as "plan dated 2-3-78". Conditions effecting this decision were: (1) lower estimated construction cost; (2) right of way acquisition does not appear to be a problem; (3) the location meets with the approval of the local planning authorities; and (4) close proximity to the existing southbound truck scale is desirable.

Preliminary estimates indicate the cost of the project to be $800,000. Engineering Section will request additional field survey data be gathered as necessary for plan preparation and a detailed cost estimate.

To comply with directives from the Governor and the legislature, it is essential that the project proceed as rapidly as possible.

RECEIVED
STATE HWY ENGR
APR 13 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RPH:dc

cc: H. S. Coulter ✓
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
D. D. Allen
H. G. Brainerd
G. J. Ballard
J. L. Gunter
W. F. Cobine
D. A. Haakenson - PUC

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 18 -1426

Bend, Oregon 97701
March 10, 1978

FROM: Dale Allen
Regional Engineer

Dale Allen

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Port of Entry
Klamath Falls
Prefix No. 18-1426

On March 9, a meeting was held in Klamath Falls with the Klamath City Planning Director. In attendance were:

Hardy Cave, PUC
Harold Brainerd
Bob Hamilton
Wayne Cobine
John Gunter
Dick Steyskal
Dale Allen

The meeting was requested by the Planning Director so that he could be brought up to date on the status of the Port of Entry. Those in attendance furnished him with the latest information and our tentative schedule as well as the reasons for the site selection.

The City's main concern was why we did not locate the site further north and he was satisfied with our explanation that no building permits were being allowed in that area because of requirements of the DEQ.

The Planning Director advised that the City is supportive of the Port and did not see any problems with their Department.

They are very concerned with the access to the OTI area because of the rapid buildup and proposed industrial site planned for the area. Their concern was that they may have to develop an additional access to the area somewhere adjacent to our Port of Entry. The real problem seems to be that they need some technical assistance in determining the best method for handling the proposed increase in traffic.

I advised that Bill Cranford from our office will be available to assist them and I would check on this and get back to them. If you have no objection, please advise Mr. Cranford of this problem and suggest he contact us for additional information.

3/14

I advised that we would keep the local officials advised of the progress of the project through our Resident Engineer, Wayne Cobine.

RECEIVED
STATE HWY ENGR
MAR 13 '78
REFER TO
Hamilton
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

4-6-78
Bill Cranford has been in contact with both Gunter & Allen regarding development in K. Falls area.
RPH

DA:mr

cc: Bob Hamilton, J. H. Versteeg, Wayne Cobine, Harold Brainerd

4-4-78 Bob,—
Please get w/Cranford and see if he can follow up. HSC

what about this development and contact w/Cranford?
HSC

March 3, 1978

RECEIVED
STATE HWY ENGR
MAR 4 '78
FOR
R/D D/R Sec All File

Mr. Elliot Allen
Planning Director
City of Klamath Falls
226 South Fifth Street
Klamath Falls, OR 97601

Dear Mr. Allen:

Mr. Frank King of our Right of Way Section advised this office that your Department was concerned over the lack of information the City and County have received about the proposed Port of Entry.

We have recently experienced two personnel transfers within the Highway Division that probably account for this communication problem. First, our Resident Engineer in Klamath Falls, Mr. Dunn, was transferred to Portland on January 9th. Second, I assumed this Regional Engineer position in Bend on February 10th. Either the Resident or this office would normally be responsible for keeping you informed on this type of project.

In any event, I have arranged for the following people to meet with you February 9th at 1:30 p.m. in the Klamath Falls Highway office:

Robert Hamilton, Director of Permits, Dept. of Transportation
Harold Brainerd, Right of Way Supervisor in Bend
Wayne Cobine, Resident Engineer (transferring to K. Falls April 1)
John Gunter, District Engineer in Klamath Falls.

These gentlemen, myself, and possibly a representative from the Public Utility Commission can explain the history of the project, reason for site selection, and status of the preliminary plans that are being prepared.

We regret this oversight and will be looking forward to meeting with you next week.

Yours very truly,

Dale Allen
Regional Engineer

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAR 3 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

DA:mr

bc: Coulter, Boyd, Cobine, Gunter, Versteeg, Hamilton - w/enclosure

ROE [✓ RE] [✓ RCE] FAE
RTE RECEIVED GEO
RUE FEB 28 1978 RDE
RSO REGION 4 RBE
ASSIGNED

Form 11-734-3410

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

Port of Entry.

To Region Engineer

File No. Kla. Falls

From Frank King, R/W

Date 2-28-78

Subject

Mr. Elliot Allen, Planning Director, City of Klamath Falls called re Port of Entry Facility. City and County are upset over lack of coordination between State and themselves over selection of the site. He requests that a representative of Hwy Div. meet with City & County officials to discuss:

Project History, need, reasons this site selected, and how facility will fit their plans in the area.

Would ~~it~~ like confirmation as soon as possible re attendance at meeting on evening of April 24.

C. H. Brainard

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 16, 1978

FILE:

NOTED
E. S. HUNTER

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Right of Way Problem
File #49667
Port of Entry - Klamath Falls
The Dalles - California Highway

The meeting in your office between the representatives of the PUC and DOT culminated in a request that a written report be submitted to them for further study.

My part of the report is as follows:

Estimate: When originally requested we made an estimate of 8 acres of ground required at $5,000 an acre for a total cost of $40,000. Appraisals were made and it was determined that even though the acreage figure was reasonable there were apparent damages to the facility and a total review appraisal was determined for 1 file at $71,300. The owners demands for settlement in our preliminary negotiations is $460,000. A tabulation of our reviewed appraisals is as follows: File #49666,$400; File #49668,$3525; File #49667, $71,300. The total dollars required for R/W on the basis of reviewed appraisals is $75,000.

Zone Change: In order to utilize this property for a Port of Entry a zone change must be approved by Klamath County's Planning Commission and in order to submit the property for a zone change we must either have permission of the owner or right of possession. We believe that the two lesser valued properties will give us the right to submit the zone change. The larger property, File #49667 will not agree to this unless we proceed through the condemnation process and deposit the money into Court for their use.

Alternatives: It appears that there are only 3 alternatives in this process, they are as follows:

Alternative #1: We can proceed through a complaint and deposit the money into court. The dangers with this system is that we must then accept the possession of the property and pay whatever compensation the Court decrees. With the asking price on the file being $450,000 and with a very astute attorney, Mr. Stan Jones, there is a great possibility that the Court will find compensation in excess of that which is offered, which also requires payment of attorney's fees, witness fees, etc. It would be my outside guess that $200,000 could be involved in the right-of-way acquisition on this project.

RECEIVED
TECHNICAL SERVICES
JAN 17 '78
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

Alternate #2: We can allow the process to take its course without a deposit into Court, and proceeding through the possession after such time as compensation is determined. I would judge that this would require a minimum time of possession of August. This would be the only safe way if we wanted to maintain the option of either accepting or rejecting the site based on the compensation adjudged by the Court. Legal costs etc., would be paid even if we rejected the judgement.

Alternate #3: The Planning Commission application can be entered at the time the complaint is filed. We can make a judgement as to proceeding or aborting the action at the time the application is approved or rejected. (We could try on the basis of the condemnation resolution but this may not be accepted.)

Please advise which course of action you desire the Right of Way Section to take.

JBB:lb

cc: E. S. Hunter ✓
H. S. Coulter
R. Hamilton
H. Brainerd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 12, 1978

FILE:

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Right of Way Problem
File #49667
Port of Entry - Klamath Falls
The Dalles- California Highway

[illegible]

The meeting in your office between the representatives of the PUC and DOT culminated in a request that a written report be submitted to them for further study.

My part of the report is as follows:

Estimate: When originally requested we made an estimate of 8 acres of ground required at $5,000 an acre for a total cost of $40,000. Appraisals were made and it was determined that even though the acreage figure was reasonable there were apparent damages to the facility and a total review appraisal was determined for 1 file at $71,300. The owners demands for settlement in our preliminary negotiations is $460,000. A tabulation of our reviewed appraisals is as follows: File #49666,$400; File #49668, $3,525; File #49667, $71,300. The total dollars required for R/W on the basis of reviewed appraisals is $75,000.

Zone Change: In order to utilize this property for a Port of Entry a zone change must be approved by Klamath County's Planning Commission and in order to submit the property for a zone change we must either have permission of the owner or right of possession. We believe that the two lesser valued properties will give us the right to submit the zone change. The larger property, File #49667 will not agree to this unless we proceed through the condemnation process and deposit the money into Court for their use.

Alternatives: It appears that there are only two alternatives in this process, they are as follows:

> Alternative #1: We can proceed through a complaint and deposit the money into court. The dangers with this system is that we must then accept the possession of the property and pay whatever compensation the Court decrees. With the asking price on the file being $450,000 and with a very astute attorney, Mr. Stan Jones, there is a great possibility that the Court will find compensation in excess of that which is offered, which also requires payment of attorney's fees, witness fees, etc. It would be my outside guess that $200,000 could be involved in the right-of-way acquisition on this project.

RECEIVED
TECHNICAL SERVICES

JAN 13 '78

REFER TO

FOR

Info	Invest	R/D	L/R	Sign	Act	File

Alternate #2: We can allow the process to take its course without a deposit into Court, without the Planning Commission application and proceeding through the possession after such time as compensation is determined. I would judge that this would require a minimum time of possession of August. This would be the only safe way if we wanted to maintain the option of either accepting or rejecting the site based on the compensation adjudged by the Court.

A possible danger is if we decide to accept, we still have a danger of Planning Commission disapproval.

Please advise which course of action you desire the Right of Way Section to take.

JBB:lb

cc: E. S. Hunter
H. S. Coulter
R. Hamilton
H. Brainerd

81-4

E. Salem Highway Bldg.
January 12, 1978

R. P. Hamilton
Director of Permits

H. S. Coulter
State Highway Engineer

Proposed Port of Entry
Klamath Falls

Presented to Commission
1-24-78 by Mr. Coulter
& referred to in minutes 4 11-3

1-27

A situation of which you should be made aware has developed in the planning currently underway towards letting a contract for constructing the subject project.

In review of the proposed project and its conception, it should be noted that desirability of a Klamath Falls Port was indicated in letters from Governor Straub to Mr. Baldwin dated April 1 and 12, 1976 and again to Mr. Burco dated May 25, 1976. Further, the 1977 Legislature approved a P.U.C. budget item of $760,000 to provide for that agency's funding of the project. I understand that budget item was reviewed by Ways and Means Subcommittee #5 which voted unanimously towards it.

On April 7, 1977, Mr. Klaboe requested Commission approval to proceed with design of the project as requested by the Public Utility Commissioner. Approval was granted at the April 19 Bend meeting.

Several sites were considered for the facility. Highway and P.U.C. jointly centered their attentions upon what appeared to be the five best. These five are indicated on the attached map. Of the five indicated, the decision was made to go with Site #1. It appeared to require the least earthwork, access presented no problem, and sight distance was good. Sewer connection facilities would be available through expansion of the city's facilities to be constructed this spring.

Site #2, across from our existing southbound scale, required extensive excavation work and would require septic tank and drain field installations.

Sites #3 and #4 presented access problems and it is doubtful if the land could accommodate septic tank facilities.

Site #5 is our existing northbound truck scale approximately two miles south of Modoc Point. Expansion of this site would entail extensive hillside excavation, costly electrical power installation, and again sewerage disposal problems.

A meeting was held this date with representatives from P.U.C., Permits and Weighmasters, and Technical Services (Engineering, Right of Way, and Structural Design). A minimum facility with provisions for expansion to meet future truck traffic requirements was discussed. The cost estimate for this was established at $723,000 including engineering and contingencies but excluding Right of Way costs. The necessary eight acre Right of Way taking had been originally programmed at $40,000.

Mr. Boyd then explained some unanticipated Right of Way problems. Recent Right of Way appraisals amount to $75,000, a part of which represents damages not originally anticipated to property which contains an asphalt plant facility. The owner of this facility is asking $450,000. In view of this large divergence, condemnation will undoubtedly be necessary. A separate report on this has been prepared by Mr. Boyd.

To proceed with contract letting could result in a considerable overrun of P.U.C.'s allocated funds when final Right of Way costs are determined.

Obviously it is necessary this situation be discussed at Department level with the Public Utility Commissioner and determine a course of action.

Options to be considered include:

1. Department fund portion not available from P.U.C. A benefit afforded Highway by the selected site is planned construction of a climbing lane for trucks as they exit the Port, northbound on Highway 97. P.U.C. recalls Highway representatives indicating this during site investigations. Estimated cost of the 2,800 foot climbing lane is $125,000. Should the Department fund that amount, it is doubtful that existing funds would still be adequate for the project. Elimination of the climbing lane would result in a design whereby all trucks exiting from the Port would come to a stop before entering upon the highway. They would then be facing a 4 percent grade. This would present some definite problems, especially during winter months. On the other side of the coin, Department funding could possibly result in adverse criticism of use of funds.

2. P.U.C. request additional funding from E. Board.

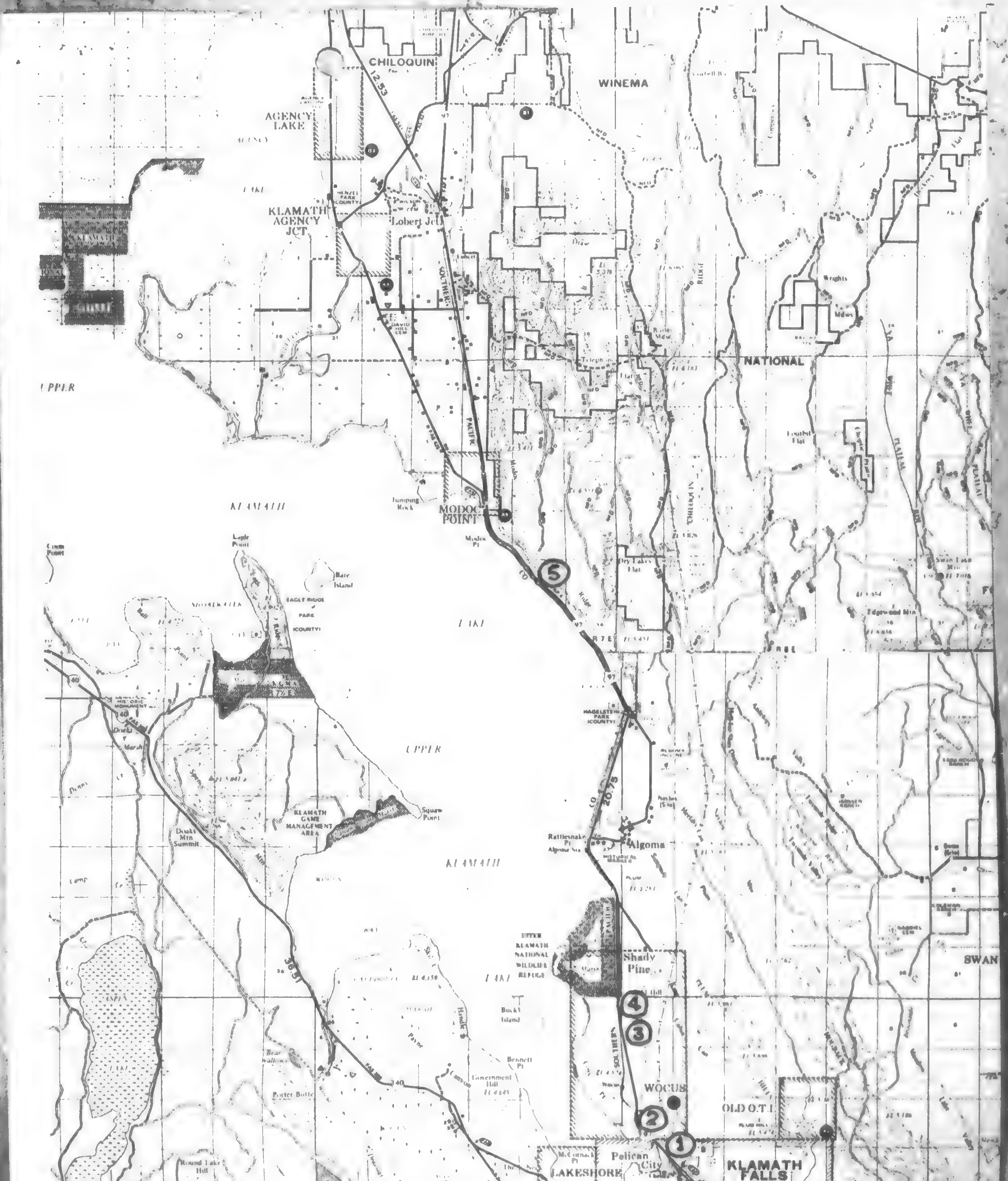
3. Review other available sites. Selection of alternate site would require new design time. We could be into the 1979 legislative session before construction was completed or possibly even before contract letting. Other possible sites could also prove to be equally or more costly.

4. Major reduction in operation concept. A possibility, not recommended by this unit however, would be to expand the operating hours of the existing M.V.D. office in Klamath Falls to provide P.U.C. service to the motor carrier industry. In conjunction with this, expand the operating hours of our truck scale at Modoc Point (Site #5). Scale personnel could then check and cite for P.U.C. violations. Our scale site is of very limited size with no practical possibility of expansion. This proposal would not provide the desired level of enforcement, nor would it provide the level of motor carrier service to the extent indicated as being desired by legislature.

5. Recommend that plans for a Port in this area be abandoned. Unofficial opinions expressed by various P.U.C. and Highway personnel question whether a Port in the Klamath Falls area would generate sufficient revenue to retire the capital outlay and operating costs. The cost of this project might well be applied to construction of a facility at some location other than the Klamath Falls area where P.U.C. revenue return would be considerably more substantial.

RPH:dc

cc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
W. J. Hart


CHILOQUIN
WINEMA
AGENCY LAKE
KLAMATH AGENCY JCT
Lobert Jct
NATIONAL
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KLAMATH
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MODOC POINT
Jumping Rock
Modoc Pt
Eagle Point
Bare Island
EAGLE RIDGE PARK (COUNTY)
⑤
HAGELSTEIN PARK (COUNTY)
UPPER
KLAMATH GAME MANAGEMENT AREA
Squaw Point
Rattlesnake Pt
Algoma
KLAMATH
20.75
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Shady Pine
LAKE
Bucks Island
④
③
Bennett Pt
Government Hill
WOCUS
②
①
OLD O.T.I.
Pelican City
KLAMATH FALLS
LAKESHORE
McCornack Pt
N.E. ALTAMONT
Altamont
STEWART-LENNOX
SWAN
Potter Butte
Round Lake Hill
Doaks Mtn Summit
Fourmile Flat
Dry Lake Flat
Edgewood Mtn
Swan Lake Mtn
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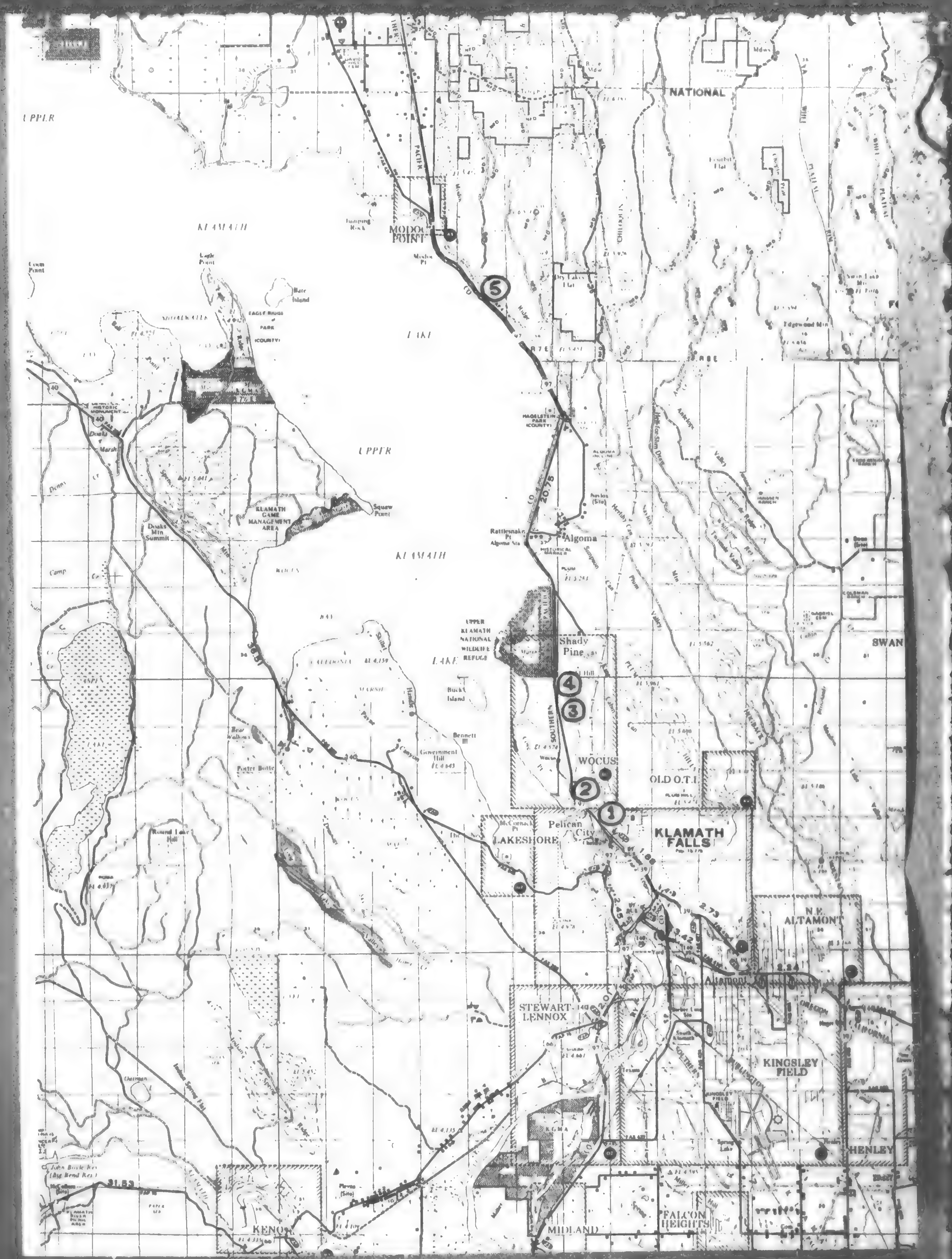
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Eagle Point
EAGLE RIDGE PARK (COUNTY)
Squaw Point
KLAMATH GAME MANAGEMENT AREA
Doaks Mtn Summit
HAGELSTEIN PARK (COUNTY)
Rattlesnake Pt
Algoma
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HISTORICAL MARKER
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Shady Pine
Bucks Island
Bennett
Government Hill
Round Lake Hill
WOCUS
OLD O.T.I.
Pelican City
LAKESHORE
KLAMATH FALLS
N.E. ALTAMONT
Altamont
STEWART-LENNOX
KINGSLEY FIELD
HENLEY
SWAN
MIDLAND
FALCON HEIGHTS
KENO
John Boyle Res (Big Bend Res)
Edgewood Mtn
SOUTHERN
PACIFIC
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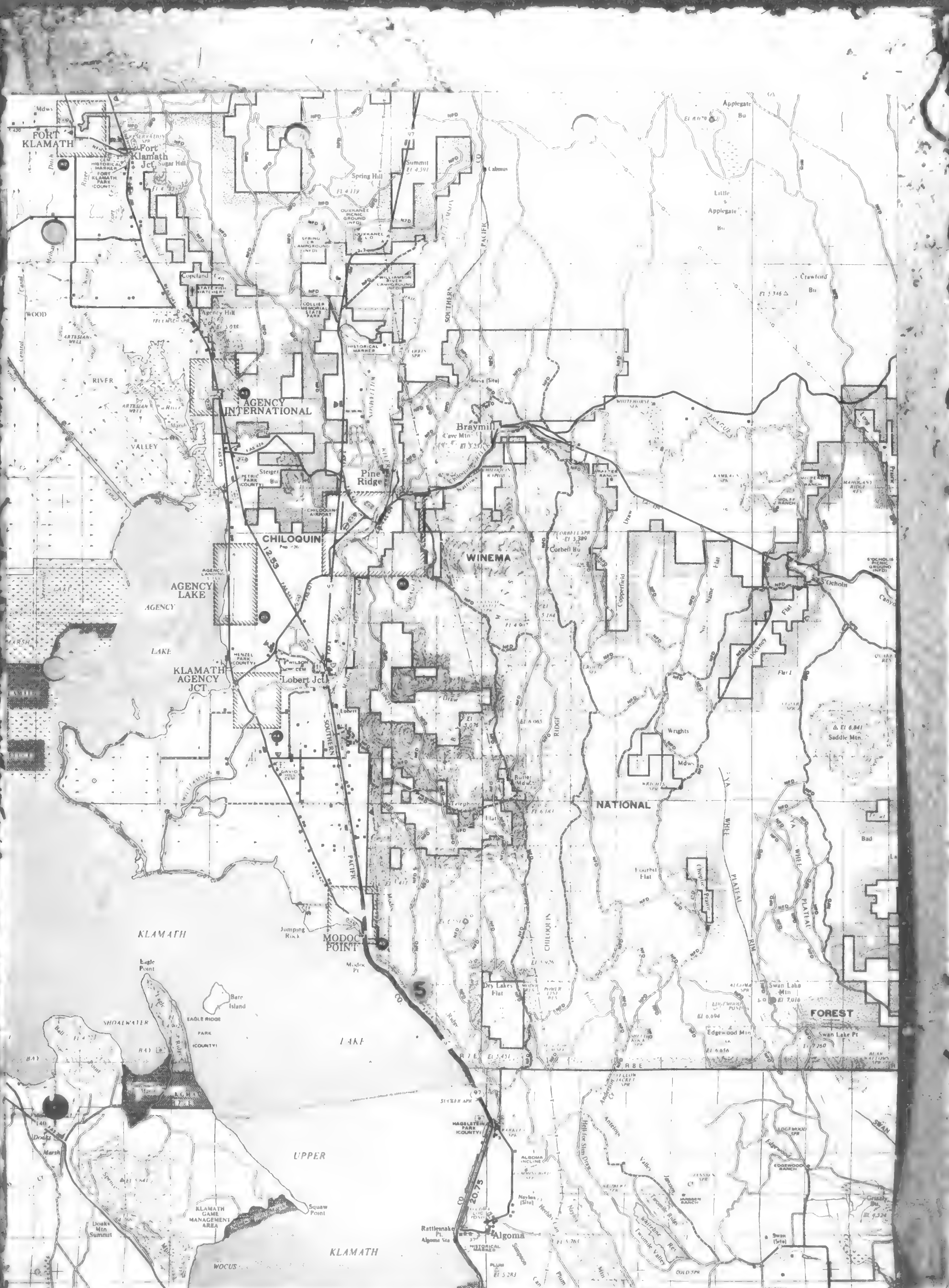
FORT KLAMATH
Fort Klamath Jct
Sugar Hill
FORT KLAMATH PARK (COUNTY)
Spring Hill
Summit
Calimus
Applegate Bu
Little Applegate Bu
Crawford Bu
Copeland Can
STATE FISH HATCHERY
COLLIER MEMORIAL STATE PARK
Agency Hill
WOOD
RIVER
VALLEY
ARTESIAN WELL
Central Canal
SOUTHERN PACIFIC
AGENCY INTERNATIONAL
Braymill
Cave Mtn
Steiger Bu
Pine Ridge
CHILOQUIN AIRPORT
CHILOQUIN
WINEMA
Corbell Bu
Copperfield
Ocholis
SPRAGUE
AGENCY LAKE
AGENCY LANDING
MARSH
KLAMATH AGENCY JCT
MENZEL PARK (COUNTY)
Lobert Jct
Saddle Mtn
Wrights Mdw
Butler Mdw
Telephone
NATIONAL
Foothill Flat
PLATEAU
Modoc Point
MODOC POINT
Jumping Rock
KLAMATH
Eagle Point
Bare Island
SHOALWATER
BAY
EAGLE RIDGE PARK (COUNTY)
LAKE
Dry Lakes Flat
Swan Lake Mtn
FOREST
Swan Lake Pt
Edgewood Mtn
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HAGELSTEIN PARK (COUNTY)
UPPER
KLAMATH
Squaw Point
KLAMATH GAME MANAGEMENT AREA
Doaks Mtn Summit
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HISTORICAL MARKER
Naylox (Site)
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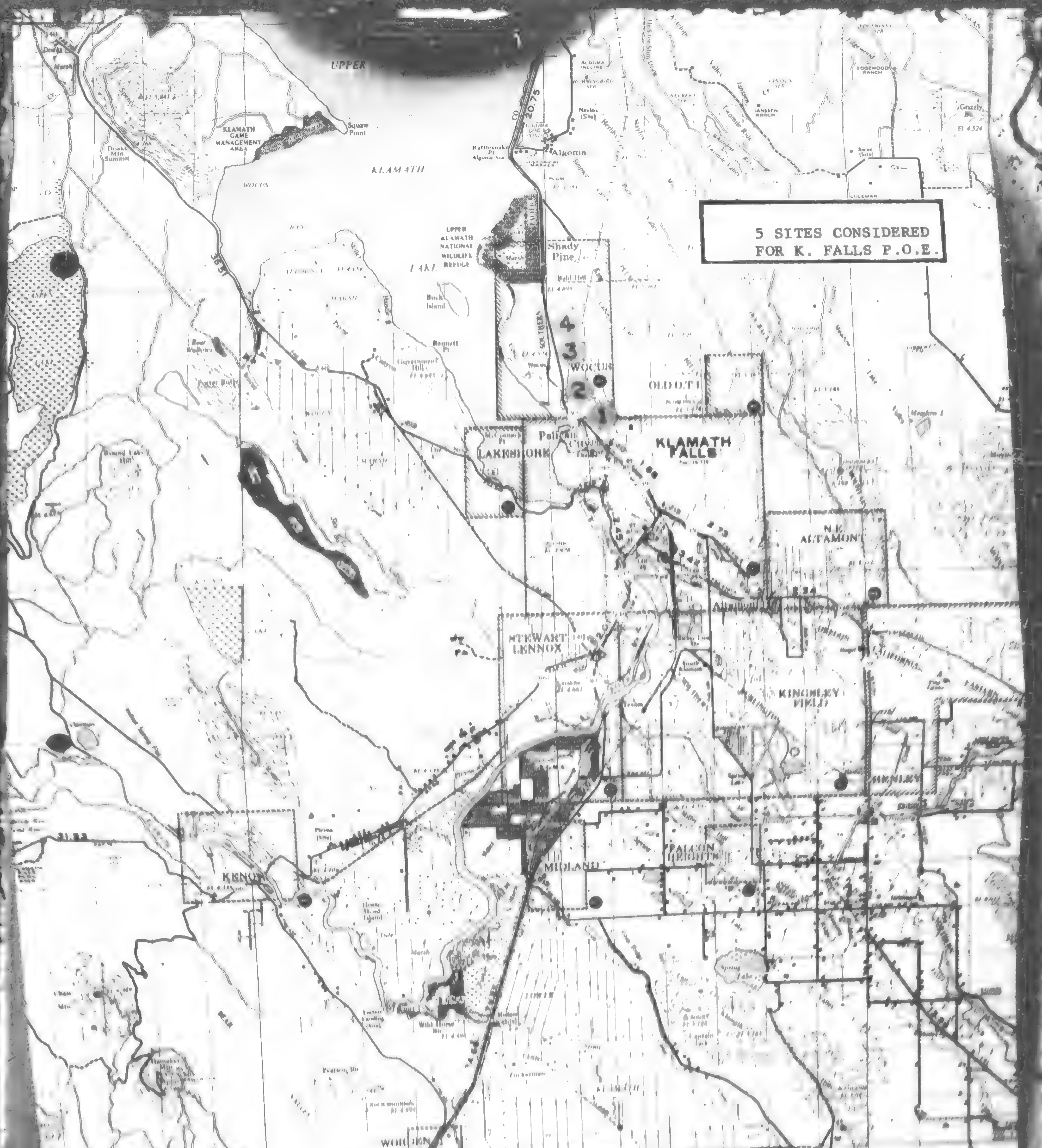
Antelope
Twomile Ridge
Whiteline Res
Twomile Valley
EDGEWOOD RANCH
Swan (Site)
COLEMAN
SWAN
140



5 SITES CONSIDERED
FOR K. FALLS P.O.E.

UPPER
KLAMATH
LAKE
KLAMATH GAME MANAGEMENT AREA
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Algoma
Shady Pine
4
3
2
1
WOCUS
OLD O.T.I.
LAKESHORE
KLAMATH FALLS
N.E. ALTAMONT
STEWART LENNOX
KINGSLEY FIELD
HENLEY
MIDLAND
KENO
WORDEN

8854

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

January 10, 1978

FROM: Norman J. Cuno
Intermediate Designer

SUBJECT: Port of Entry (Klamath Falls) Sec.
The Dalles-California Highway
Klamath County

TO: MEMO TO THE FILES

I received a phone call from the Region 4 office on January 6, 1978, informing me that no embankment material was required to fulfill the right-of-way obligations. When I asked if this included the material required to extend Quarry Street and the embankment required to build a new stockpile site for the major land owner involved (Asphalt Paving Company), the Region R/W Supervisor (Harold Brainerd) was brought in on the phone and gave the following account of the right-of-way situation.

The State's last offer to Asphalt Paving Company for the 8.8 acres involved is $71,000+. This offer was made as total and complete compensation for the property. The proposal of providing access off the end of Quarry Street to a new stockpile site and development of the new stockpile site was rejected by Asphalt Paving Company. Mr. Brainerd's exact quote was "They want money, not dirt". After discussing the economics of being able to dispose of the excess material in this area he stated that they would attempt to get permission to make these embankments. He then stated that this file would probably go to condemnation as our last offer was the above mentioned $71,000+ and Asphalt Paving Company is asking for $460,000.

Norman J. Cuno

NJC:jh
cc: Fred Eriksen

2751

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 9, 1978

FROM: Duane O. Christensen
Duane O.Christensen
Final Design Engineer

SUBJECT: Port of Entry (Klamath Falls) Sec.
The Dalles-California Highway
Klamath County

TO: MEMO TO THE FILES

Attached is a memo prepared by Norman J. Cuno, designer of the subject project. As noted in Mr. Cuno's memo there is a wide discrepancy between what is being offered to the Asphalt Paving Company for their property ($71,000) and that being asked by them ($460,000).

The project has recently been downscoped as much as practical to bring it within the $760,000 originally approved for it and is presently estimated to cost $723,900, which includes 13-1/2% for engineering and contingencies. Right-of-way is not included in the $723,900 figure.

At this point a decision must be made to:

1. Condemn property and proceed to contract the project. Funding for final condemnation settlement would have to be secured when determined,

or

2. Condemn property and hold off contracting until settlement is reached and a method of funding it is secured,

or

3. Abandon present site and select a new site, which would mean the project would not be constructed and open for occupancy this year.

DOC:jh
cc: Fred Eriksen

✓ Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
JAN 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 23, 1977

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Status Report
Klamath Falls Port of Entry
File # 49666,49667, 49668

TO: E. S. Hunter
Technical Services Engineer

NOTED
E. S. HUNTER

The following is a chronological report on the Klamath Falls Port of Entry:

Klamath Falls Port of Entry - Authorization to Proceed	6/1/77
Questions relating to design and right of way acquisition held up final basis for appraisal until December 1, 1977	
Appraisal & Appraisal Review on complex parcel to be completed by December 30, 1977 (note position on time chart)	
Optimistic date for authority from property owners to apply for zoning variance	Jan. 13, 1977
30 day advertisement period by County ends	Feb. 20, 1977
Consideration by County	Feb. 28, 1977
Approval by County	Mar. 10, 1977
Negotiations will continue hopefully culminating in options and permits of entry by	Apr. 1, 1977

This is a most optimistic view of our acquisition with no allowance for the FHWA requirements as it is a state project. If all goes well we could advertise in the later part of March and pull the job if we are unable to complete our negotiations. These would have to culminate in a permit of entry, with payment at a later date.

If condemnation is required we will be required to assume the risk of not obtaining the zoning, and will require an additional 5 weeks.

JBB:lb

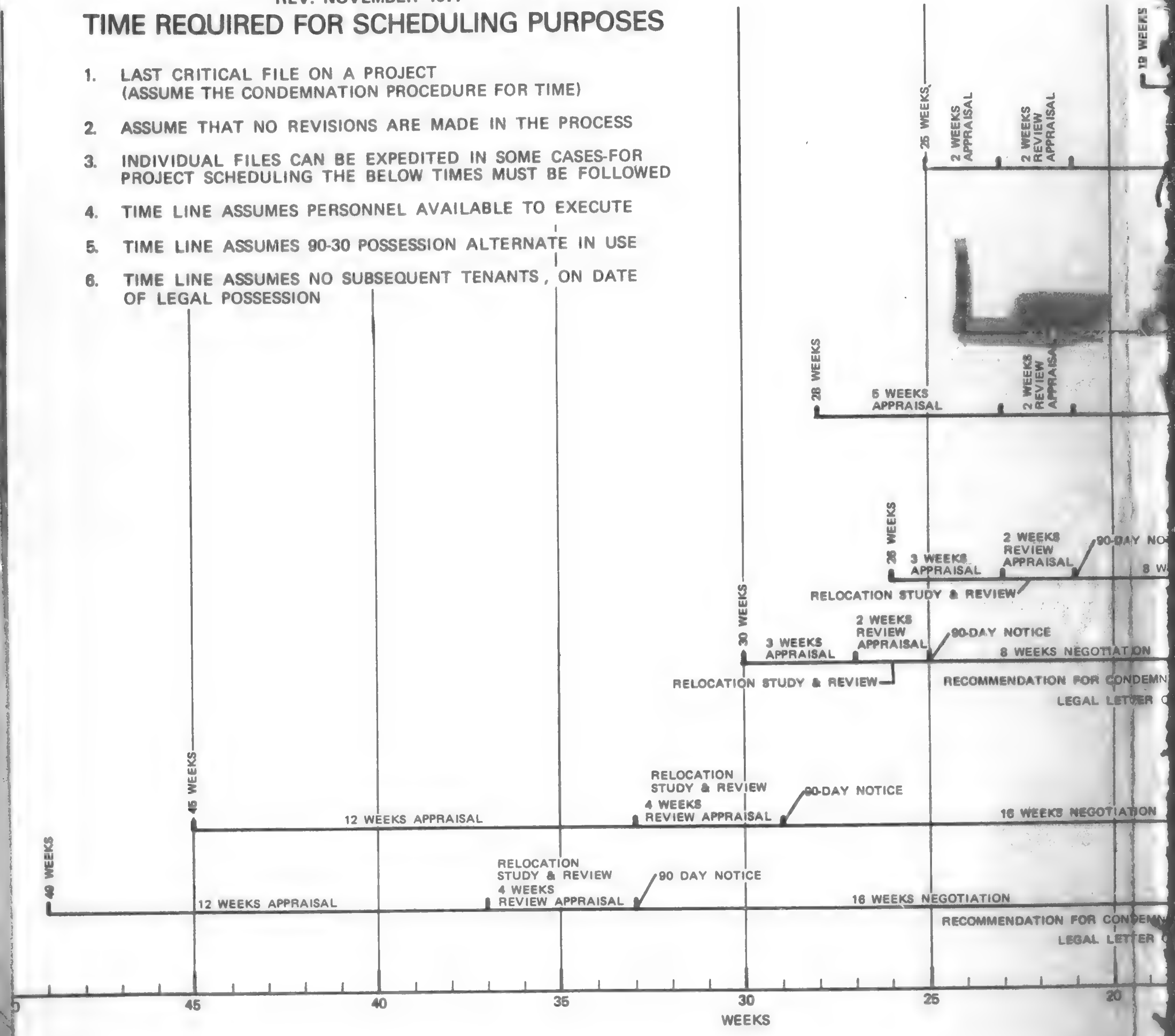
cc: F. B. Klaboe
J. H. Versteeg
H. Brainerd
Carl Williams
Bob Hamilton
H. S. Coulter

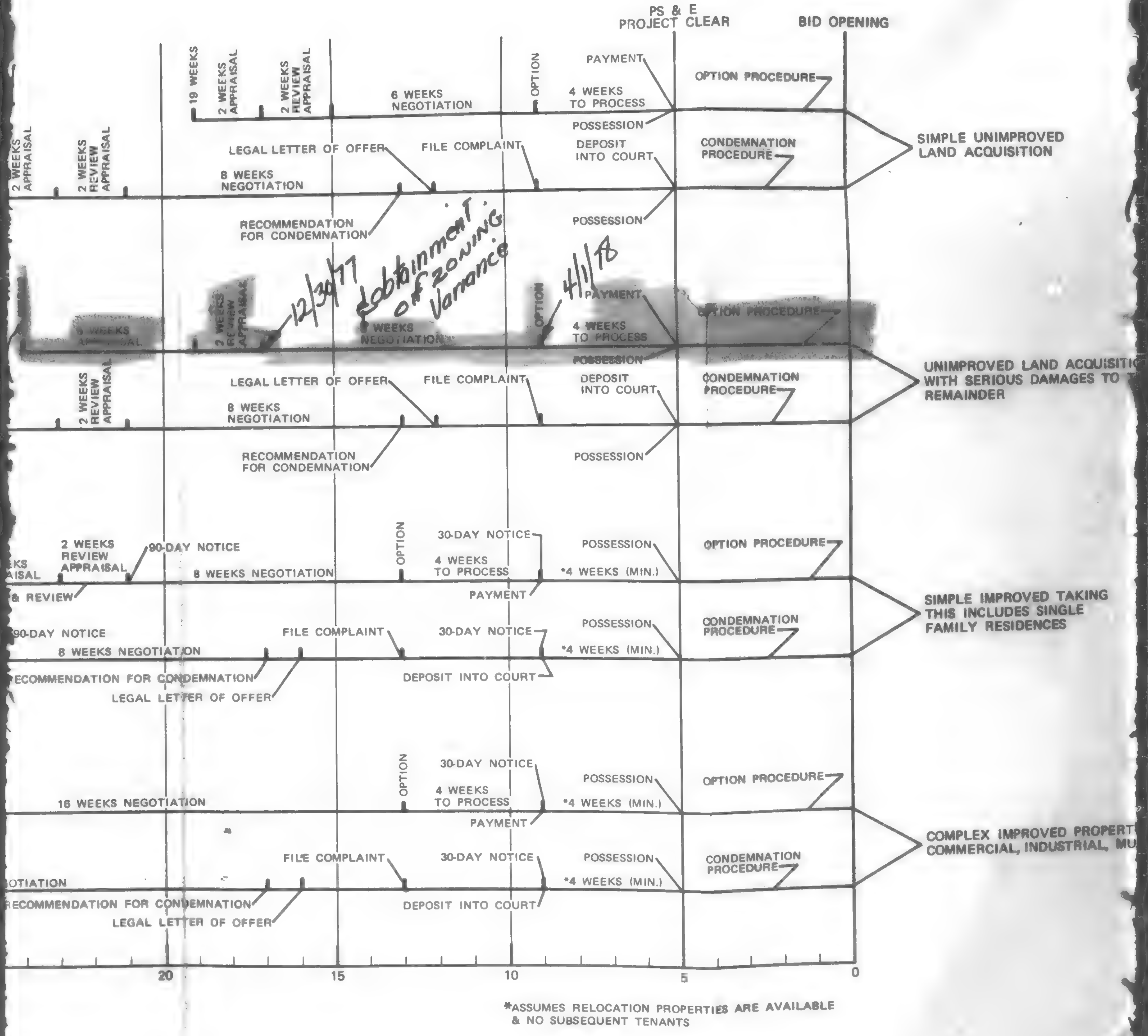
RECEIVED
TECHNICAL SERVICES
DEC 27 '77
REFER TO Versteeg
FOR
Info Inve. R/D D/R Sign Act File

RIGHT OF WAY SECTION
REV. NOVEMBER 1977

TIME REQUIRED FOR SCHEDULING PURPOSES

1. LAST CRITICAL FILE ON A PROJECT (ASSUME THE CONDEMNATION PROCEDURE FOR TIME)
2. ASSUME THAT NO REVISIONS ARE MADE IN THE PROCESS
3. INDIVIDUAL FILES CAN BE EXPEDITED IN SOME CASES-FOR PROJECT SCHEDULING THE BELOW TIMES MUST BE FOLLOWED
4. TIME LINE ASSUMES PERSONNEL AVAILABLE TO EXECUTE
5. TIME LINE ASSUMES 90-30 POSSESSION ALTERNATE IN USE
6. TIME LINE ASSUMES NO SUBSEQUENT TENANTS, ON DATE OF LEGAL POSSESSION




PS & E
PROJECT CLEAR
BID OPENING
19 WEEKS
2 WEEKS APPRAISAL
2 WEEKS REVIEW APPRAISAL
6 WEEKS NEGOTIATION
OPTION
PAYMENT
4 WEEKS TO PROCESS
POSSESSION
OPTION PROCEDURE
2 WEEKS APPRAISAL
2 WEEKS REVIEW APPRAISAL
LEGAL LETTER OF OFFER
FILE COMPLAINT
DEPOSIT INTO COURT
CONDEMNATION PROCEDURE
8 WEEKS NEGOTIATION
RECOMMENDATION FOR CONDEMNATION
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OPTION PROCEDURE
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FILE COMPLAINT
DEPOSIT INTO COURT
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OPTION PROCEDURE
& REVIEW
PAYMENT
90-DAY NOTICE
8 WEEKS NEGOTIATION
FILE COMPLAINT
30-DAY NOTICE
POSSESSION
*4 WEEKS (MIN.)
CONDEMNATION PROCEDURE
ECOMMENDATION FOR CONDEMNATION
LEGAL LETTER OF OFFER
DEPOSIT INTO COURT
SIMPLE IMPROVED TAKING
THIS INCLUDES SINGLE
FAMILY RESIDENCES
16 WEEKS NEGOTIATION
OPTION
30-DAY NOTICE
4 WEEKS TO PROCESS
POSSESSION
*4 WEEKS (MIN.)
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FILE COMPLAINT
30-DAY NOTICE
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CONDEMNATION PROCEDURE
ECOMMENDATION FOR CONDEMNATION
LEGAL LETTER OF OFFER
DEPOSIT INTO COURT
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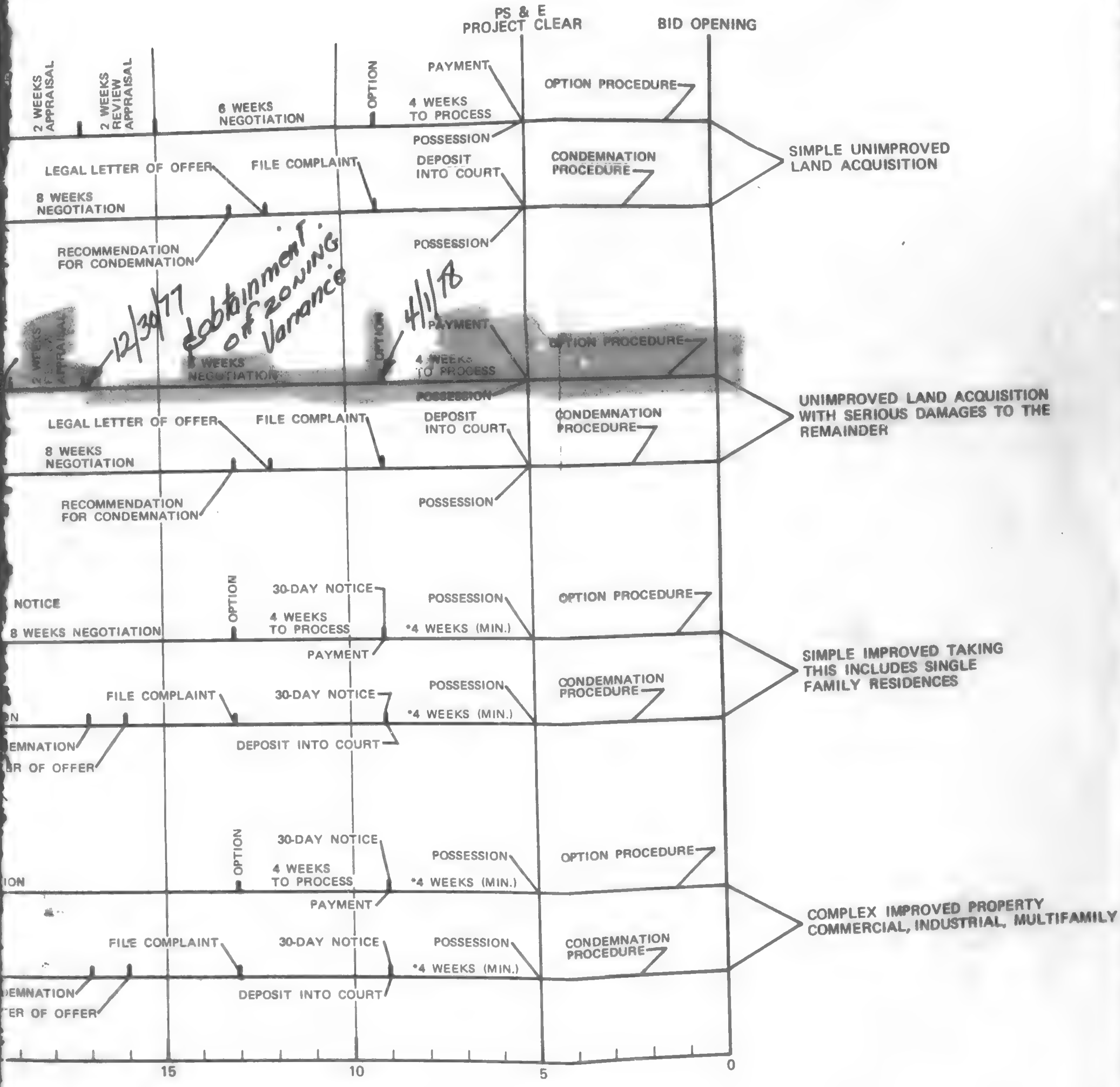
12/30/77

obtainment of zoning Variance

4/1/78

*ASSUMES RELOCATION PROPERTIES ARE AVAILABLE & NO SUBSEQUENT TENANTS


PS & E
PROJECT CLEAR
BID OPENING
2 WEEKS APPRAISAL
2 WEEKS REVIEW APPRAISAL
6 WEEKS NEGOTIATION
OPTION
PAYMENT
4 WEEKS TO PROCESS
OPTION PROCEDURE
POSSESSION
LEGAL LETTER OF OFFER
FILE COMPLAINT
DEPOSIT INTO COURT
CONDEMNATION PROCEDURE
8 WEEKS NEGOTIATION
RECOMMENDATION FOR CONDEMNATION
POSSESSION
SIMPLE UNIMPROVED LAND ACQUISITION
2 WEEKS APPRAISAL
6 WEEKS NEGOTIATION
OPTION
PAYMENT
4 WEEKS TO PROCESS
OPTION PROCEDURE
POSSESSION
LEGAL LETTER OF OFFER
FILE COMPLAINT
DEPOSIT INTO COURT
CONDEMNATION PROCEDURE
8 WEEKS NEGOTIATION
RECOMMENDATION FOR CONDEMNATION
POSSESSION
UNIMPROVED LAND ACQUISITION WITH SERIOUS DAMAGES TO THE REMAINDER
NOTICE
8 WEEKS NEGOTIATION
OPTION
30-DAY NOTICE
4 WEEKS TO PROCESS
POSSESSION
*4 WEEKS (MIN.)
OPTION PROCEDURE
PAYMENT
FILE COMPLAINT
30-DAY NOTICE
POSSESSION
*4 WEEKS (MIN.)
CONDEMNATION PROCEDURE
EMNATION
ER OF OFFER
DEPOSIT INTO COURT
SIMPLE IMPROVED TAKING THIS INCLUDES SINGLE FAMILY RESIDENCES
ION
OPTION
30-DAY NOTICE
4 WEEKS TO PROCESS
POSSESSION
*4 WEEKS (MIN.)
OPTION PROCEDURE
PAYMENT
FILE COMPLAINT
30-DAY NOTICE
POSSESSION
*4 WEEKS (MIN.)
CONDEMNATION PROCEDURE
DEMNATION
TER OF OFFER
DEPOSIT INTO COURT
COMPLEX IMPROVED PROPERTY COMMERCIAL, INDUSTRIAL, MULTIFAMILY
15
10
5
0

12/30/77

obtainment of zoning Variance

4/1/78

*ASSUMES RELOCATION PROPERTIES ARE AVAILABLE & NO SUBSEQUENT TENANTS

8854

STATE OF OREGON INTEROFFICE MEMO 4

TO: D. O. Christensen
Final Design Engineer

DATE: December 21, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Plans
Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Attached are two prints of the approved sign study plans for the above-named section.

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: C. M. Williams w/attachment
F. T. Lacey w/attachment
R. P. Hamilton w/attachment

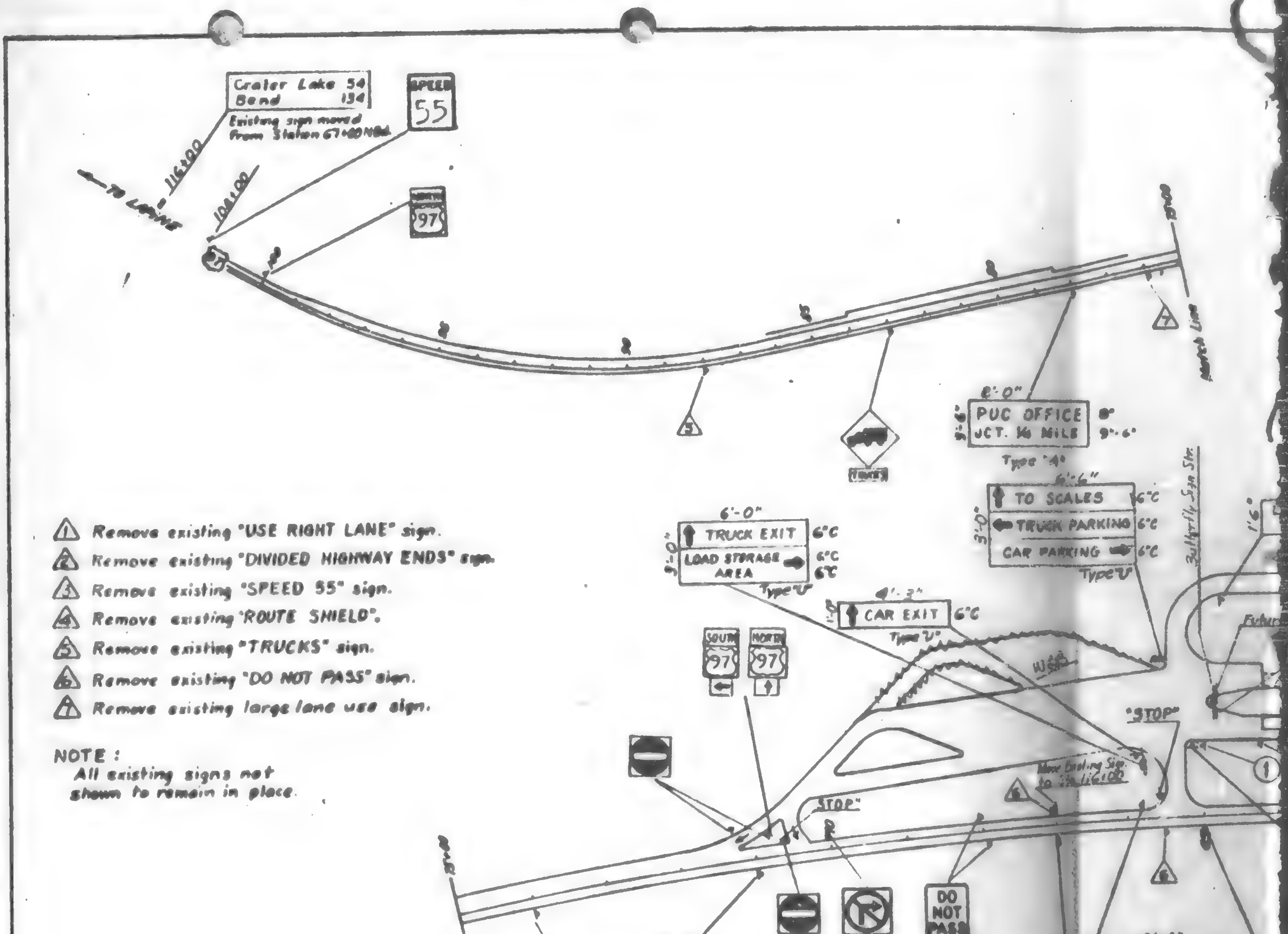
REFERRED TO
1 Beard MGB Dorn
Cole Sample
2 Eriksen Watson DW
Hager Lau
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER
1 print retained by Beard

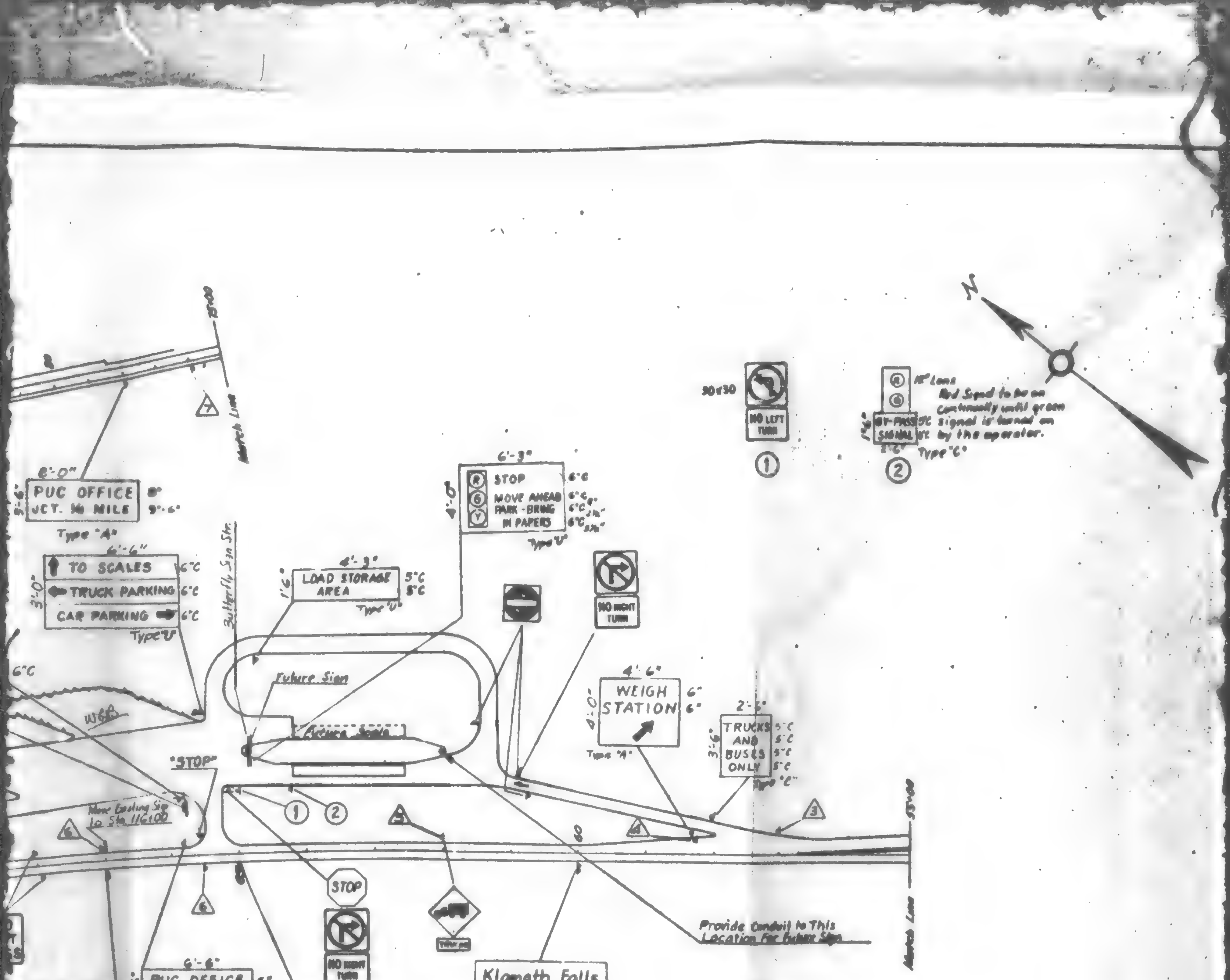
81-125-1287

1 Versteeg ✓
2 Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
DEC 22 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action


Crater Lake 54
Bend 134
Existing sign moved from Station 67+00 NBL
SPEED 55
116+00
108+00
TO LAPINE
97
TRUCKS
8'-0"
PUC OFFICE 8"
JCT. ½ MILE 9"-6"
Type "A"
6'-6"
TO SCALES 6"C
TRUCK PARKING 6"C
CAR PARKING 6"C
Type "U"
Butterfly Sign Str.
1'-6"
Match Line
6'-0"
TRUCK EXIT 6"C
LOAD STORAGE AREA 6"C 6"C
3'-0"
Type "U"
4'-3"
CAR EXIT 6"C
Type "U"
SOUTH 97
NORTH 97
"STOP"
STOP"
Move Existing Sign to Sta. 116+00
①
Remove existing "USE RIGHT LANE" sign.
Remove existing "DIVIDED HIGHWAY ENDS" sign.
Remove existing "SPEED 55" sign.
Remove existing "ROUTE SHIELD".
Remove existing "TRUCKS" sign.
Remove existing "DO NOT PASS" sign.
Remove existing large lane use sign.
NOTE :
All existing signs not shown to remain in place.
55+00
Match Line
NO LEFT TURN
NO RIGHT TURN
DO NOT PASS
Move Existing Sign To Station
6'-6"
PUC OFFICE 6"
Type "A"
PUC
4'-8"
OPEN
Neon Sign (See T.E.S. Dwg. No. 9-18)
WEIGH STATION 6"
PUC OFFICE 6"
1000 FEET 6"
3'-6"
Type "A"
7'-6"
ALL TRUCKS 6"
MUST EXIT 6"
2'-6"
Type "A" 6'-6"
Mount on back of existing "DO NOT ENTER" Sign
55+00
Match Line
LEFT LANE ENDS
6'-0"
WEIGH STATION ½ MILE
4'-6"
Type "A"

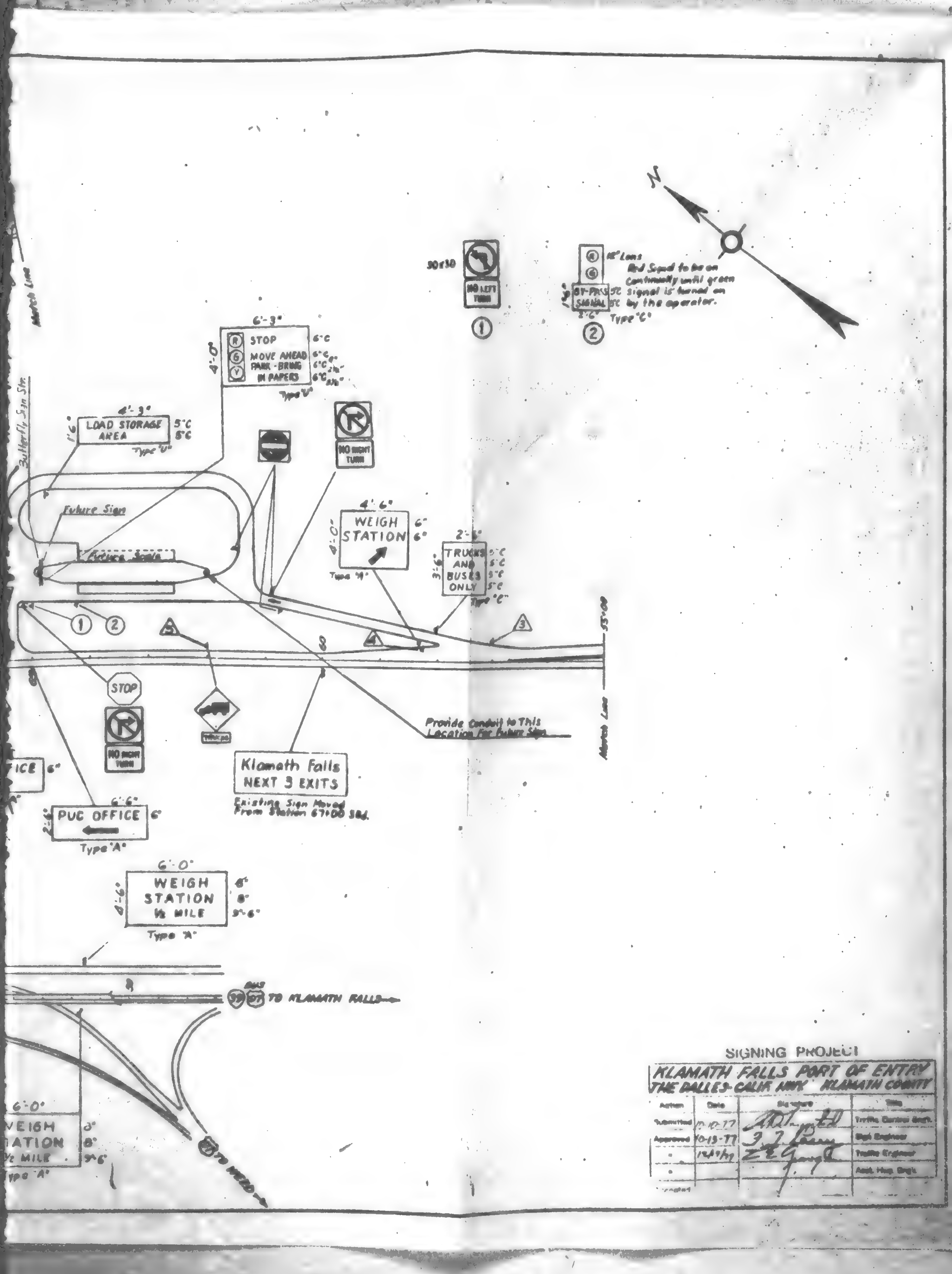

N
55+00
Match Line
6'-0"
PUC OFFICE 8"
JCT. ½ MILE 9"-6"
3'-6"
Type "A"
6'-6"
TO SCALES 6"C
TRUCK PARKING 6"C
CAR PARKING 6"C
3'-0"
Type "U"
6"C
WGB
Butterfly Sign Str.
4'-3"
LOAD STORAGE AREA 5"C 5"C
1'-6"
Type "U"
6'-3"
STOP 6"C
MOVE AHEAD 6"C
PARK - BRING IN PAPERS 6"C 6"C
R
G
Y
4'-0"
Type "U"
30x30
NO LEFT TURN
①
12" Lens
Red Signal to be on continually until green signal is turned on by the operator.
BY-PASS SIGNAL 5"C 5"C
2'-6"
Type "C"
②
NO RIGHT TURN
Future Sign
Future Scale
4'-6"
WEIGH STATION 6" 6"
4'-0"
Type "A"
2'-3"
TRUCKS AND BUSES ONLY 5"C 5"C 5"C 5"C
3'-6"
Type "C"
"STOP"
Move Existing Sign to Sta. 116+00
① ②
3
4
5
6
6
7
8
8
STOP
NO RIGHT TURN
Provide Conduit to This Location For Future Sign
55+00
Match Line
6'-6"
PUC OFFICE 6"
2'-6"
Type "A"
Move Existing Sign to Station 60+00
S-10
6'-6"
PUC OFFICE 6"
2'-6"
Type "A"
Klamath Falls NEXT 3 EXITS
Existing Sign Moved From Station 67+00 Sbd.
6'-0"
WEIGH STATION ½ MILE 8" 8" 9"-6"
4'-6"
Type "A"
BUS
39
97
TO KLAMATH FALLS
LEFT LANE ENDS
6'-0"
WEIGH STATION ½ MILE 8" 8" 9"-6"
4'-6"
Type "A"
97
TO WEED

SIGNING PROJECT

KLAMATH FALLS PORT OF

THE DALLES-CALIF HWY KLAMA

Action	Date	Signature
Submitted	10-10-77	[illegible]
Approved	10-13-77	[illegible]
"	10-?-77	E. E. Gough
"		
Completed		

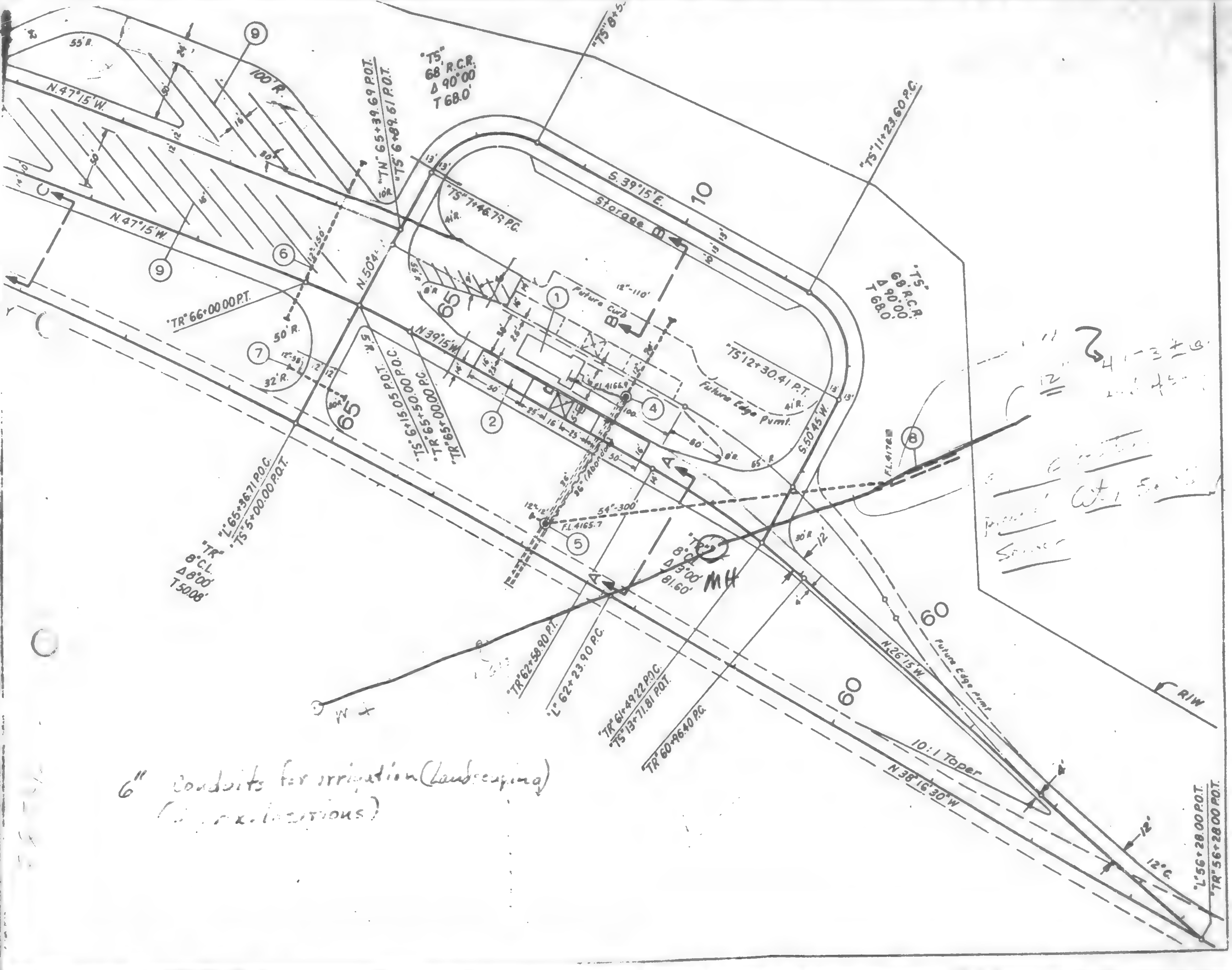


Match Line
Butterfly Sign Str.
30x30
NO LEFT TURN
①
15" Lens
Red Signal to be on continually until green signal is turned on by the operator.
BY-PASS SIGNAL
5C
5C
2'-6"
Type "C"
②
N
6'-3"
4'-0"
STOP
MOVE AHEAD
PARK - BRING IN PAPERS
6"C
5"C
6"C
6"C
Type "U"
4'-3"
1'-6"
LOAD STORAGE AREA
5"C
5"C
Type "U"
NO RIGHT TURN
Future Sign
Future Scale
4'-6"
4'-0"
WEIGH STATION
6"
6"
Type "A"
2'-6"
3'-6"
TRUCKS AND BUSES ONLY
5"C
5"C
5"C
5"C
Type "C"
① ②
3
4
5
STOP
NO RIGHT TURN
Provide Conduit to This Location For Future Sign
Match Line
55+00
FICE 6"
Klamath Falls NEXT 3 EXITS
Existing Sign Moved From Station 67+00 Sbd.
6'-6"
2'-0"
PUC OFFICE 6"
Type "A"
6'-0"
4'-6"
WEIGH STATION ½ MILE
8"
8"
5"-6"
Type "A"
97 TO KLAMATH FALLS
97 TO WEED
6'-0"
WEIGH STATION ½ MILE
8"
8"
5"-6"
Type "A"

SIGNING PROJECT

KLAMATH FALLS PORT OF ENTRY
THE DALLES-CALIF. HWY. KLAMATH COUNTY

Action	Date	Signature	Title
Submitted	10-10-77		Traffic Control Engr.
Approved	10-13-77		Sign Engineer
"	[illegible]		Traffic Engineer
"			Asst. Hwy. Engr.
[illegible]			


"TS" 68' R.C.R. Δ 90°00' T 68.0'
"TN" 65+39.69 P.O.T.
"TS" 6+89.61 P.O.T.
"TS" 8+5
"TS" 11+23.60 P.C.
"TS" 7+46.73 P.C.
"TS" 12+30.41 P.T.
"TR" 66+00.00 P.T.
"TS" 6+15.05 P.O.T.
"TR" 65+50.00 P.O.C.
"TR" 65+00.00 P.C.
"L" 65+36.71 P.O.C.
"TS" 5+00.00 P.O.T.
"TR" 8° C.L. Δ 8°00' T 50.08'
"TR" 62+58.90 P.T.
"L" 62+23.90 P.C.
"TR" 61+49.22 P.O.C.
"TS" 13+71.81 P.O.T.
"TR" 60+96.40 P.C.
"TR" 8°00' Δ 3°00' 81.60'
"L" 56+28.00 P.O.T.
"TR" 56+28.00 P.O.T.
N.47°15'W.
N.47°15'W.
N.50°4
N.39°15'W.
S.39°15'E.
S.50°45'W.
N.26°15'W.
N.38°16'30"W.
10:1 Taper
Storage
Future Curb
Future Edge Pvmt.
Future Edge Pvmt.
F.L. 4165.7
F.L. 4166.9
F.L. 4178
54"-300'
12"-110'
12"-150'
36" (Abandon)
100' R.
55' R.
50' R.
32' R.
41' R.
65' R.
30' R.
10' R.
12'
4'
65
65
60
60
10
1
2
4
5
6
6
7
8
9
9
A
A
B
B
C
C
R/W
MH
W +
12"
4'-3±6

6" Conduits for irrigation (Landscaping)
(approx. locations)

22541

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
December 7, 1977

FROM: E. J. Dunn
Resident Engineer

SUBJECT: Klamath Falls P.O.E.
Prefix: 18-1426
Klamath County

TO: Fred Eriksen
Design Supervisor

The data being submitted at this time is for the new access into Asphalt Paving Companies plant and also their new stockpile site as negotiated thru R/W.

Enclosed are X-sections, profile notes and map showing the location.

This data was done in a hurry but will establish intent an will be finalized thru negotiations with Asphalt Paving Co.

Versteeg
I Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 08 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To File
Bring Up __/__/__
Action

REFERRED TO
Beard
Dorn
Cole
Sample
FE Eriksen ✓
Watson
Hager
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8854

4

Salem, Oregon
November 30, 1977

A. D. Olson
A. D. Olson
Preliminary Design Engineer

Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Carl M. Williams
Region 4 Engineer

Your November 14th letter on the subject port of entry recommended extending the truck climbing lane past the side road at Sta. 110. The present plan with the truck lane ending at Sta. 98 plus a 250' taper provides 1,700' past the crest which should be ample. We can see no reason for carrying this lane further especially to a side road which could create a hazard with weaving traffic. There is also the problem of more cost which, if the job overruns the amount set up by P.U.C., will require a visit to the "E" board for additional authorization. P.U.C. will do anything to stay within the original allocation.

If there is some valid reason for your proposal that we are missing, please inform us.

DNS:ab

Temple
Sullivan

DEC 0 1 1977
ENGINEERING SECTION

Bring Up
Action

5834

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 26, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: L. L. Wallace
Bridge Design Engineer

SUBJECT: Klamath Falls (Port of Entry) Section
The Dalles-California Highway
Klamath County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Butterfly Sign Structure Sta. "TR" 64+90 Rt.

Attached is a plan for a similar installation at the Farewell Bend Port of Entry.

The new and future signs are to be illuminated.

cc: W. G. Beard
Fred Eriksen, Design Team Supervisor

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 16, 1977

FILE:

FROM: Jimmy S. Hansen
Sanitary and Water Supply Engineer

TO: Memo to the file

SUBJECT: Klamath Falls Port of Entry
Water Supply and Sewage Disposal
The Dalles - California Highway
Klamath County
Bridge 16322

E.J. Dunn (Resident Engineer) has been in contact with the Oregon Water Corp.(OWC) regarding water supply for the proposed Klamath Falls POE. Mr. Ed Olson (OWC Engineer from Roseburg) proposes to serve the POE from their Chelsea Booster System near the North Hills Trailer Park that is south of the POE site. This involves about 2,000 feet of eight inch diameter water line installed on Highway right-of-way. The water pressure at POE would be about 40-45 psi. The system would not be able to provide fire protection at present, although the pipeline is sized large enough for the future if they decide to upgrade their system to provide fire protection capability. The line is obviously oversized for our facility, but the line size is limited to a 6 inch minimum diameter by PUC. OWC would expect us to pay the full cost of installation, although they have a pay back clause that returns the cost of 50 feet of main per connection over a five year period. They estimated the cost to be about $7.00 per foot, or about $14,000.00 for water supply system. (probably $15.00/month charge) per/ Ballard

I propose that we develop our own water well on the site instead of connecting to the proposed costly OWC system. The adjacent motels have their own wells (about 200 feet deep) that produce enough water for their needs, but have no surplus to service the POE demand.

Attached are several water well reports for the areas adjacent to the POE site. The reports indicate that there is plenty of water available at 200-300 foot well depth. The cost of installing a six-inch diameter well is about $15.00 to $25.00 per foot depending on soil type encountered. The total well cost could range from $3,000.00 to $6,000 (i.e., about a third of the OWC pipe line cost).

Attached is a preliminary drawing that indicates the location of Klamath Falls' proposed 18 inch sanitary sewer trunk line. The proposed sewer would pass through the POE site about 150 feet south of the POE building. The proposed building should be easily served by this sewer by installing a 4 inch gravity sewer line. Mr. Jeff McIlvenna (Klamath Falls City Engineer) has indicated that he expects the grant for the trunk line to be formally approved soon, with construction starting this spring and finishing in the summer of 1978. I will keep contact with Klamath Falls as to the progress of the sewer line.

JSH:dls

Ballard discussed w/ Versteeg - advises that well to be used. AO. Sept 29, 1977

Enclosures

cc Adrian Olson w/encl.
C.M. Williams w/encl.
E.J. Dunn w/encl.

✓

AO

RECEIVED
SEP [illegible] 1977
ENGINEERING SECTION

Route
Do Not File
Return To
Date / /
Action

STATE ENGINEER
Salem, Oregon

Well Record

STATE WELL NO. 38/9-19Q1
COUNTY Klamath
APPLICATION NO.

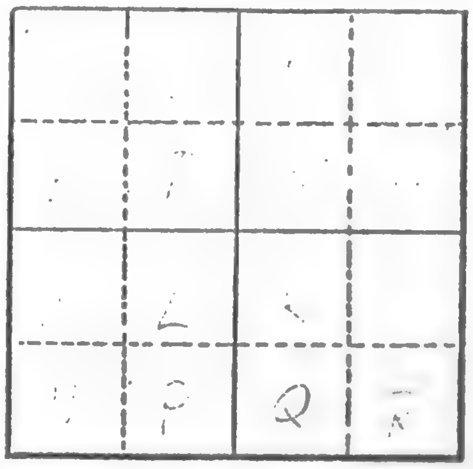
OWNER: C. A. Tobins
MAILING ADDRESS:

LOCATION OF WELL: Owner's No.
CITY AND STATE:

¼ ¼ Sec. T. N. S., R. E. W., W.M.

Bearing and distance from section or subdivision corner

Altitude at well 4,330



Section

TYPE OF WELL: Drilled Date Constructed

Depth drilled 190 Depth cased 52

CASING RECORD:
8 inch

FINISH:

AQUIFERS:
Tuff, cindery from 115 to 120

WATER LEVEL:
68.43 feet below land surface on 12/11/54

PUMPING EQUIPMENT: Type Turbine H.P.
Capacity 30 G.P.M.

WELL TESTS:
Drawdown ft. after hours G.P.M.
Drawdown ft. after hours G.P.M.

USE OF WATER Domestic Temp. °F. , 19
SOURCE OF INFORMATION USGS
DRILLER or DIGGER
ADDITIONAL DATA:
Log X Water Level Measurements Chemical Analysis Aquifer Test

REMARKS:

Supplies motel
Calcium carbonate (hardness) 50 p.p.m.
Chloride 4 p.p.m.

STATE ENGINEER
Salem, Oregon

State Well No. 38/9-19A1
County Klamath
Application No.

Well Log

Owner: C. A. Tobins Owner's No.

Driller: J. Wilson Date Drilled

CHARACTER OF MATERIAL	(Feet below land surface) From	To	Thickness (feet)
Alluvium:			
Boulders	0	8	8
Yonna formation:			
Chalk rock, yellow (diamtomite or volcanic ash)	8	58	50
Chalk rock, brown and blue	58	90	32
Chalk rock, small amount of water	90	92	2
Chalk rock, brown	92	115	23
Cinders and lava (agglomerate), water-bearing	115	120	5
Shale, gray	120	140	20
Chalk rock, green and black	140	175	35
Cinders, black and red	175	185	10
Clay, red	185	195	10

STATE ENGINEER
Salem, Oregon

Well Record

STATE WELL NO. 39/9-12A2
COUNTY Klamath
APPLICATION NO.

OWNER: Gino Carnini

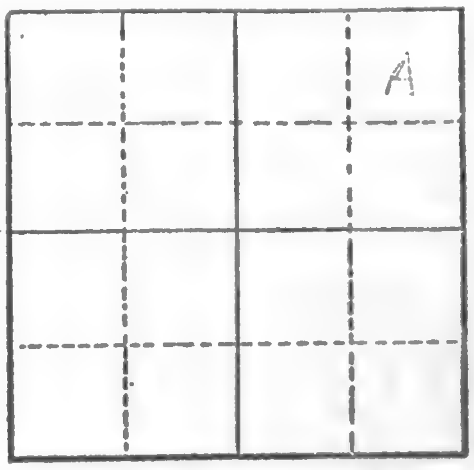
MAILING ADDRESS:

CITY AND STATE:

LOCATION OF WELL: Owner's No.

¼ ¼ Sec. T. N. S., R. E. W., W.M.

Bearing and distance from section or subdivision corner



Section

Altitude at well 4,400

TYPE OF WELL: Drilled Date Constructed
Depth drilled 330 Depth cased 60

CASING RECORD:

8 inch

FINISH:

AQUIFERS:

Basalt

WATER LEVEL:

PUMPING EQUIPMENT: Type Jet H.P.
Capacity 20 G.P.M.

WELL TESTS:
Drawdown ft. after hours G.P.M.
Drawdown ft. after hours G.P.M.

USE OF WATER Domestic Temp. °F. , 19
SOURCE OF INFORMATION USGS
DRILLER or DIGGER
ADDITIONAL DATA:
Log Water Level Measurements Chemical Analysis Aquifer Test

REMARKS:

Supplies motel.

NOTICE TO WATER WELL CONTRACTOR
The original and first copy
of this report are to be
filed with the
STATE ENGINEER, SALEM, OREGON 97310
within 30 days from the date
of well completion.

WATER WELL REPORT
STATE OF OREGON
(Please type or print)
(Do not write above this line)

RECEIVED
MAY 20 1976
WATER RESOURCES DEPT
SALEM, OREGON

State Well No. 38S/9E-20
State Permit No.

(1) OWNER:
Name BENJAMIN BALME
Address RT 3 BX 130A OLD FORT RD
KLAMATH FALLS OREGON

(2) TYPE OF WORK (check):
New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐
If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:
Rotary ☒ Driven ☐
Cable ☐ Jetted ☐
Dug ☐ Bored ☐

(4) PROPOSED USE (check):
Domestic ☐ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☒

(5) CASING INSTALLED:
Threaded ☐ Welded ☒
8⅝" Diam. from 0 ft. to 96 ft. Gage .250
" Diam. from ft. to ft. Gage
" Diam. from ft. to ft. Gage

(6) PERFORATIONS:
Perforated? ☐ Yes ☒ No.
Type of perforator used
Size of perforations in. by in.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

(7) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(8) WELL TESTS:
Drawdown is amount water level is lowered below static level
Was a pump test made? ☐ Yes ☒ No If yes, by whom?
Yield: gal./min. with ft. drawdown after hrs.
AIRLIFT 35 GPM @ 238 " 1 HOUR "
" " " "
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow g.p.m.
Temperature of water 61° Depth artesian flow encountered ft.

(9) CONSTRUCTION:
Well seal—Material used BENTONITE
Well sealed from land surface to 96 ft.
Diameter of well bore to bottom of seal 12¼ in.
Diameter of well bore below seal 7⅞ in.
Number of sacks of cement used in well seal 0 sacks
Number of sacks of bentonite used in well seal 11 sacks
Brand name of bentonite AQUA - GEL
Number of pounds of bentonite per 100 gallons of water lbs./100 gals.
Was a drive shoe used? ☒ Yes ☐ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.

(10) LOCATION OF WELL:
County KLAMATH Driller's well number
SW ¼ NW ¼ Section 20 T. 38S R. 9E W.M.
Bearing and distance from section or subdivision corner

(11) WATER LEVEL: Completed well.
Depth at which water was first found 203 ft.
Static level 183 ft. below land surface. Date 4/27/76
Artesian pressure lbs. per square inch. Date

(12) WELL LOG:
Diameter of well below casing 7⅞
Depth drilled 238 ft. Depth of completed well 238 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. *Report each change in position of Static Water Level and indicate principal water-bearing strata.*

MATERIAL	From	To	SWL
BROWN CHALK ROCK	0	8	
YELLOW CLAY	8	68	
GREY CLAY	68	128	
YELLOW CLAY	128	158	
GREY CLAY	158	178	
YELLOW SHALE	178	195	
GREY SHALE	195	203	
HARD GREY CHALK ROCK	203	215	WB
GREY CLAY	215	238	

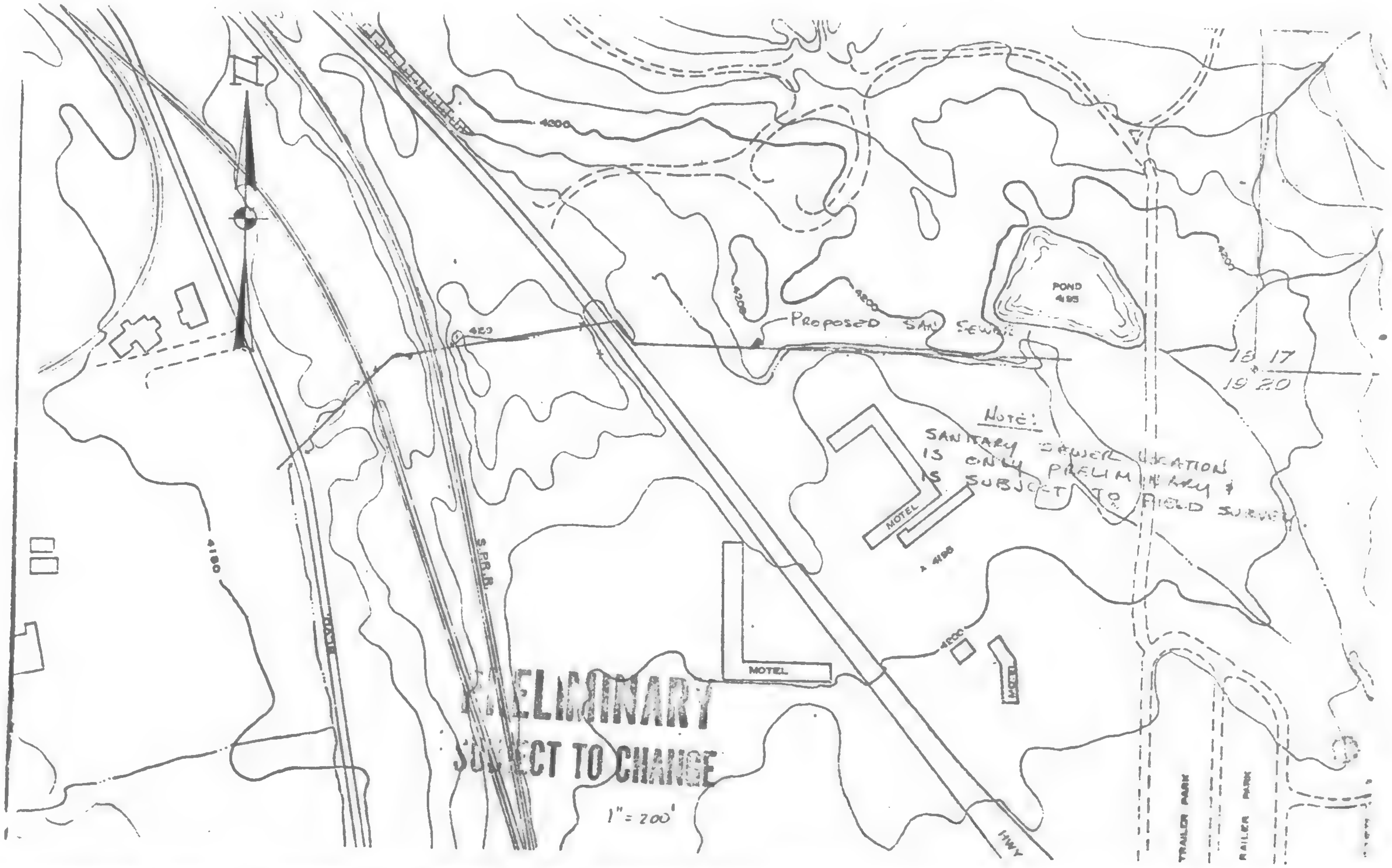
Work started 4/26 1976 Completed 4/27 1976
Date well drilling machine moved off of well 4/27 19

Drilling Machine Operator's Certification:
This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.
[Signed] David M. Storey Date 5/5, 1976
(Drilling Machine Operator)
Drilling Machine Operator's License No. 656

Water Well Contractor's Certification:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief. 884-3990
Name E.E. SICKLEY & SON WELL DRILLING INC.
(Person, firm or corporation) (Type or print)
Address 3847 HOPE ST KLAMATH FALLS
[Signed] David M. Storey
(Water Well Contractor)
Contractor's License No. 601 Date 5/5, 1976

(USE ADDITIONAL SHEETS IF NECESSARY)

SP*45656-119


PRELIMINARY
SUBJECT TO CHANGE
1" = 200'
BLVD
S.P.R.R.
HWY
4180
4200
4190
420
MOTEL
MOTEL
MOTEL
POND
4195
PROPOSED SAN SEWER
Note:
SANITARY SEWER LOCATION
IS ONLY PRELIMINARY &
IS SUBJECT TO FIELD SURVEY.
18 17
19 20
TRAILER PARK
RAILER PARK

9254

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 18, 1977

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

TO: MEMORANDUM TO THE FILES

A design has been prepared for a Port of Entry on The Dalles-California Highway just northerly of Klamath Falls. This has been patterned after the facility presently under construction at Farewell Bend west of Ontario on I-80N. A climbing lane northerly of the facility has been included in the design to allow trucks leaving the Port of Entry to accelerate and merge with the normal traffic flow.

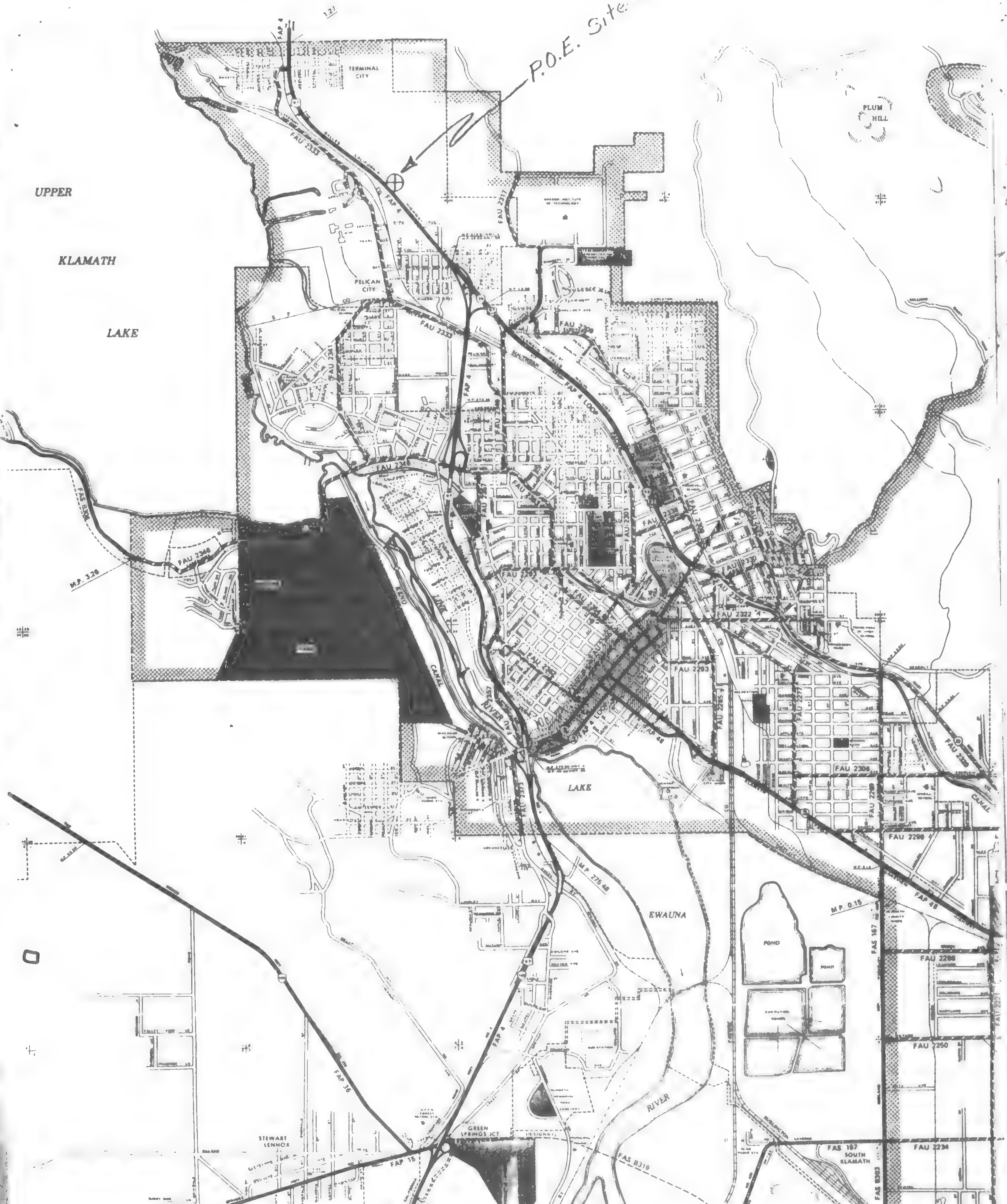
Traffic counts show about 500 trucks per day northbound in this area with approximately 20% of these not having visible PUC plates. The site has been designed to handle these and room has been allowed for possible future expansion.

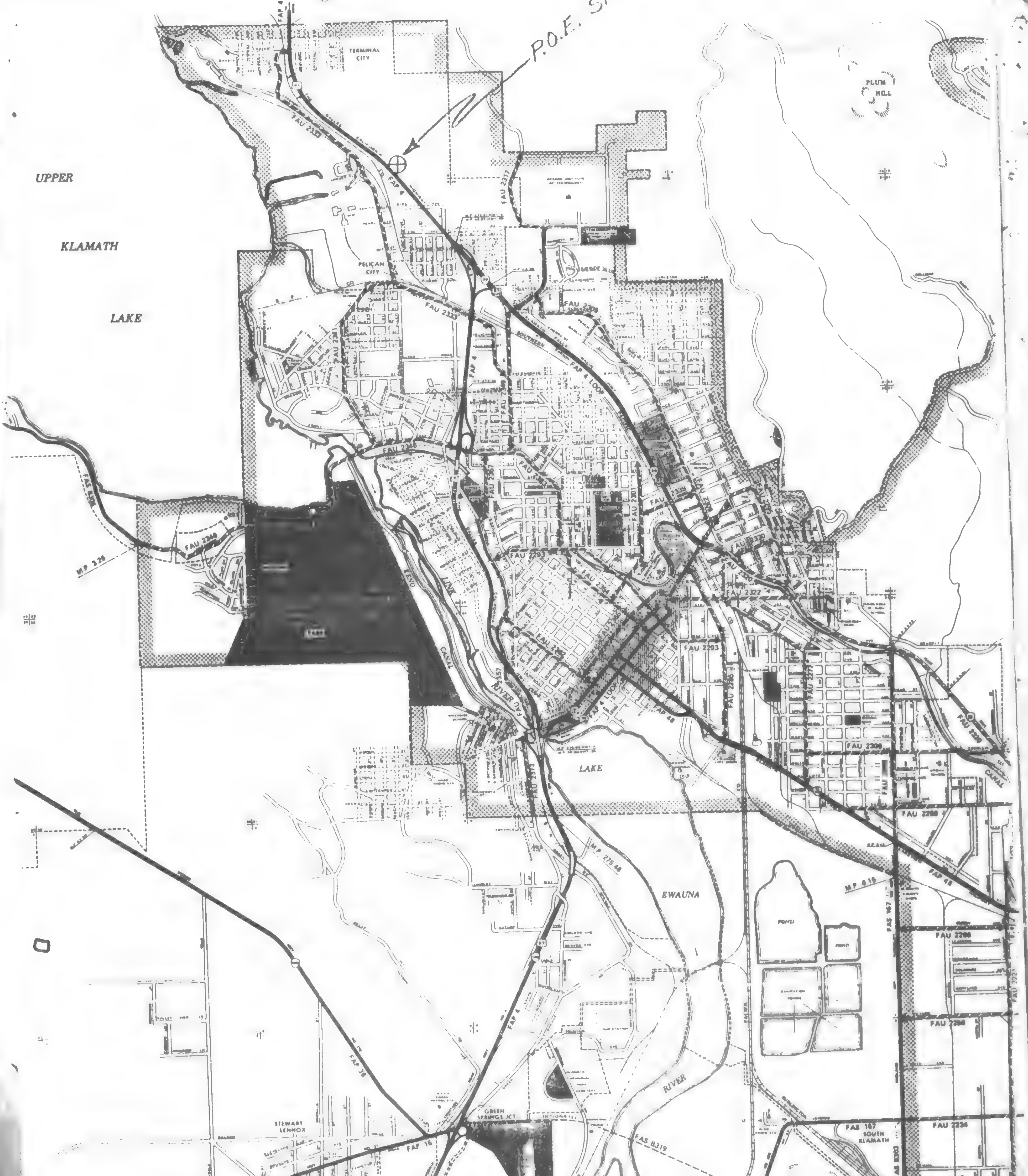
Additional right of way will be required from three, possibly four, properties. No improvements will be in the areas needed. Preliminary discussions indicate that there should be no problem in getting the necessary zone changes once the property is acquired.

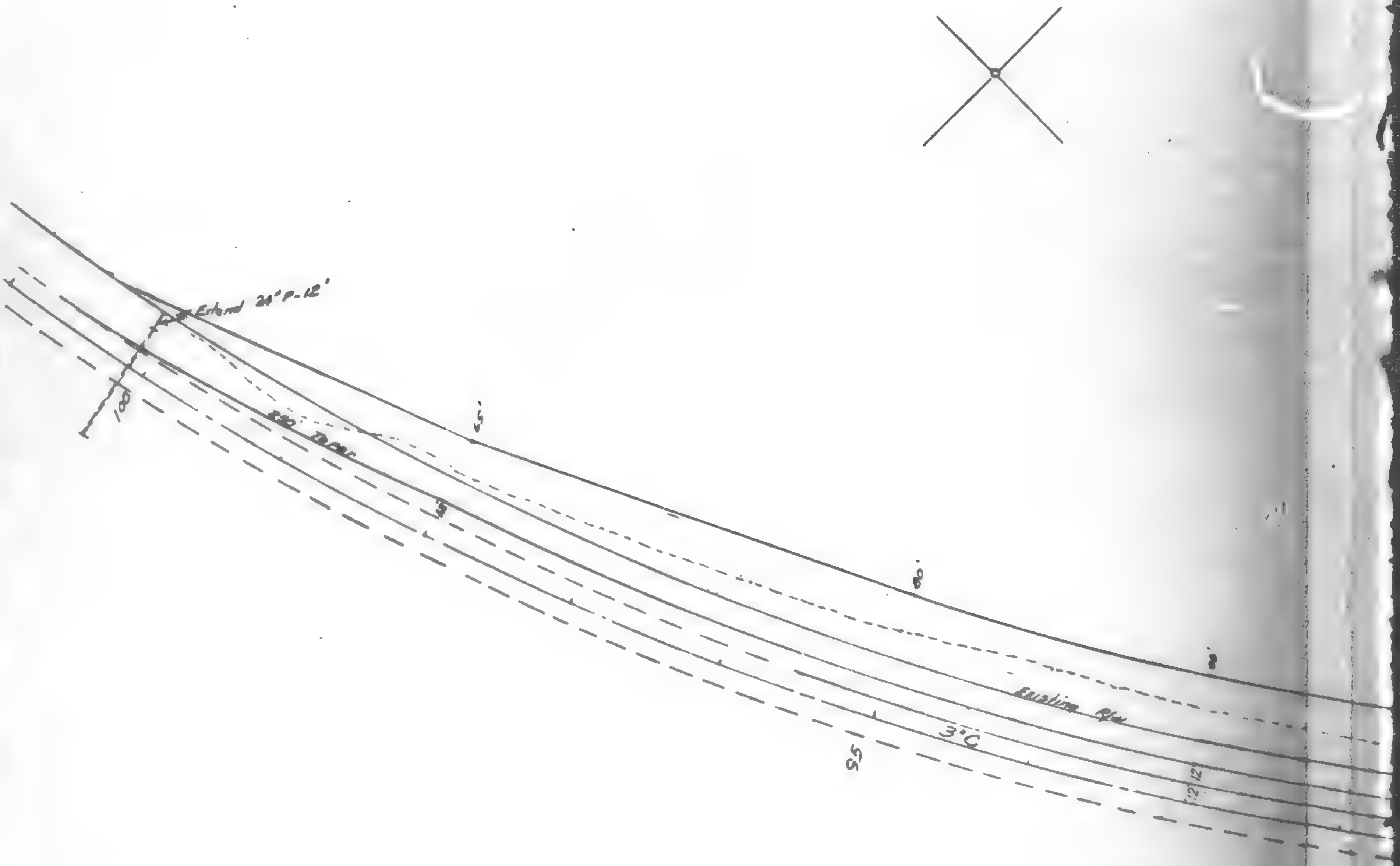
Water will probably be from a local corporation rather than providing our own well. Other facilities in the vicinity are using septic tanks and drain fields for sewage disposal and this is being checked out with the local authorities.

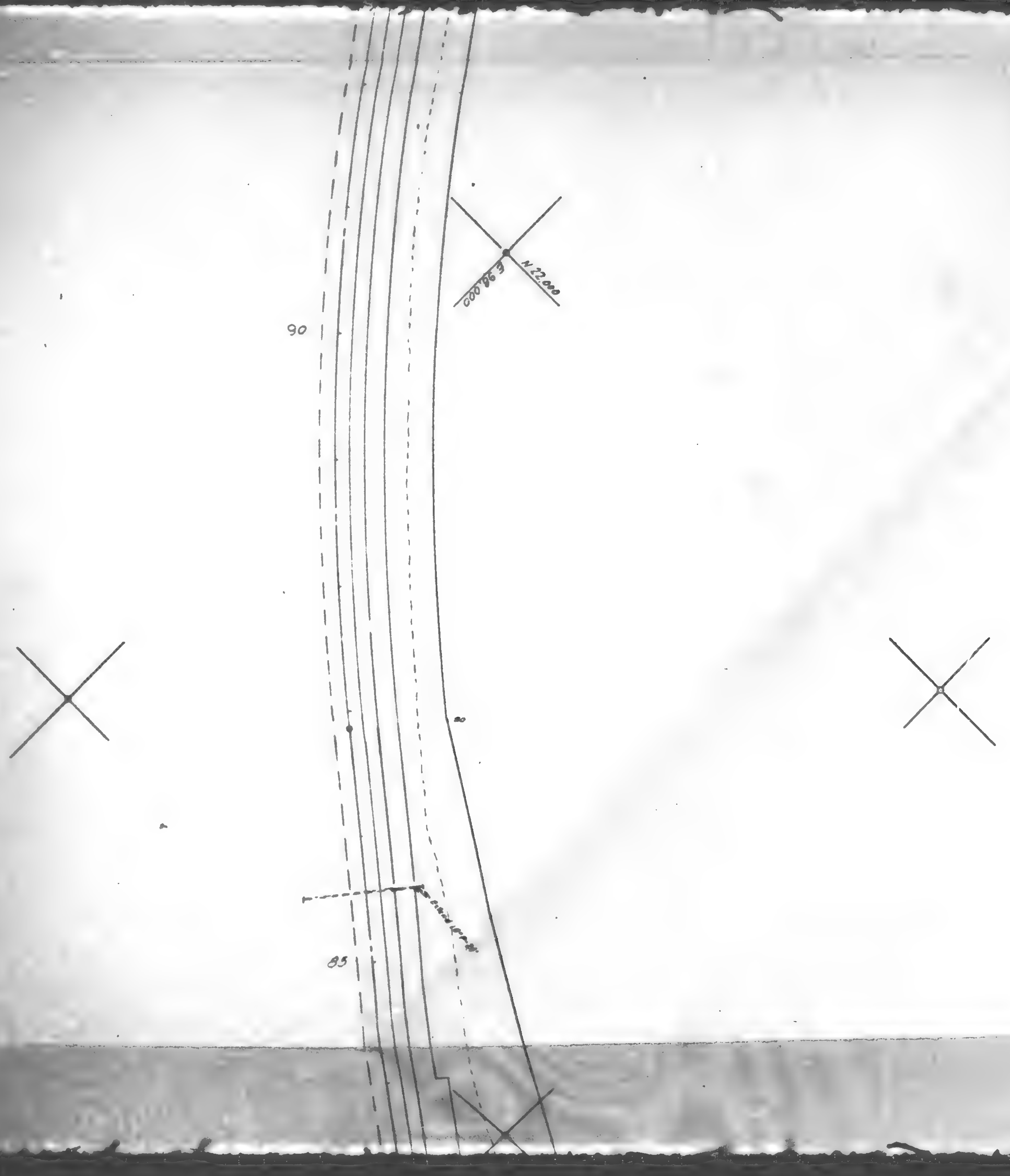
This project is estimated to cost about $760,000. If approved at this time, it could probably be contracted in August and open for use in the spring when weather permits completion of the surfacing.

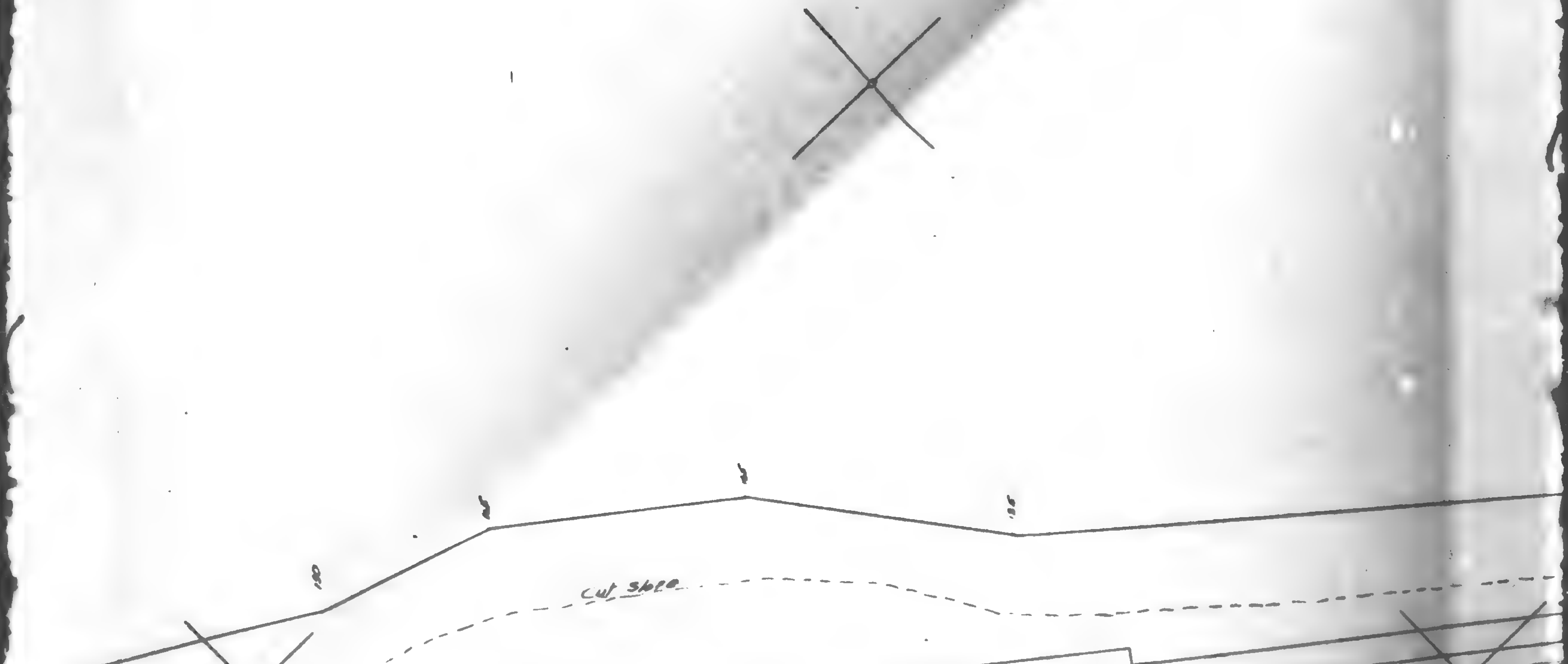
ADO:jh

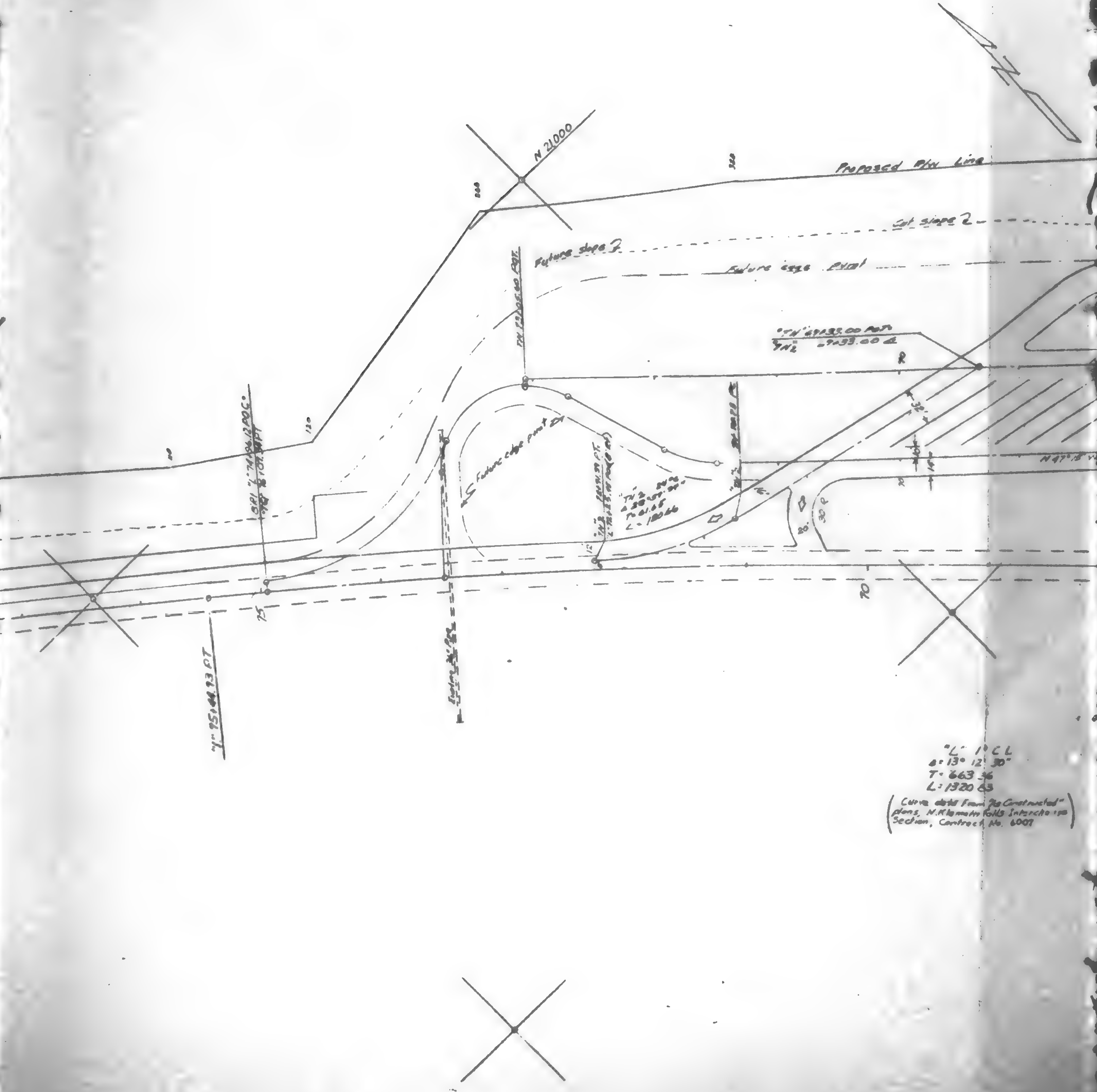

P.O.E. Site
UPPER
KLAMATH
LAKE
TERMINAL CITY
PELICAN CITY
PLUM HILL
FAP 4
FAU 2333
FAU 2217
FAP 4 LOOP
FAS 838
FAU 2346
M.P. 326
CANAL
LAKE
FAU 2293
FAU 2306
FAU 2290
FAU 2288
FAU 2260
FAU 2234
M.P. 275.48
M.P. 0.15
FAP 48
EWAUNA
POND
RIVER
FAP 36
FAP 15
STEWART LENNOX
GREEN SPRINGS JCT
FAS 8319
FAS 187
SOUTH KLAMATH


P.O.E. Site
UPPER
KLAMATH
LAKE
TERMINAL CITY
PELICAN CITY
PLUM HILL
FAP 4
FAU 2333
FAU 2317
FAU 2322
FAU 2293
FAU 2306
FAU 2298
FAU 2288
FAU 2234
FAP 48
FAP 38
FAP 15
FAS 167
FAS B319
MP 326
MP 275.48
MP 616
CANAL
RIVER
LAKE
EWAUNA
RIVER
POND
STEWART
LENNOX
GREEN
SPRINGS JCT
SOUTH
KLAMATH

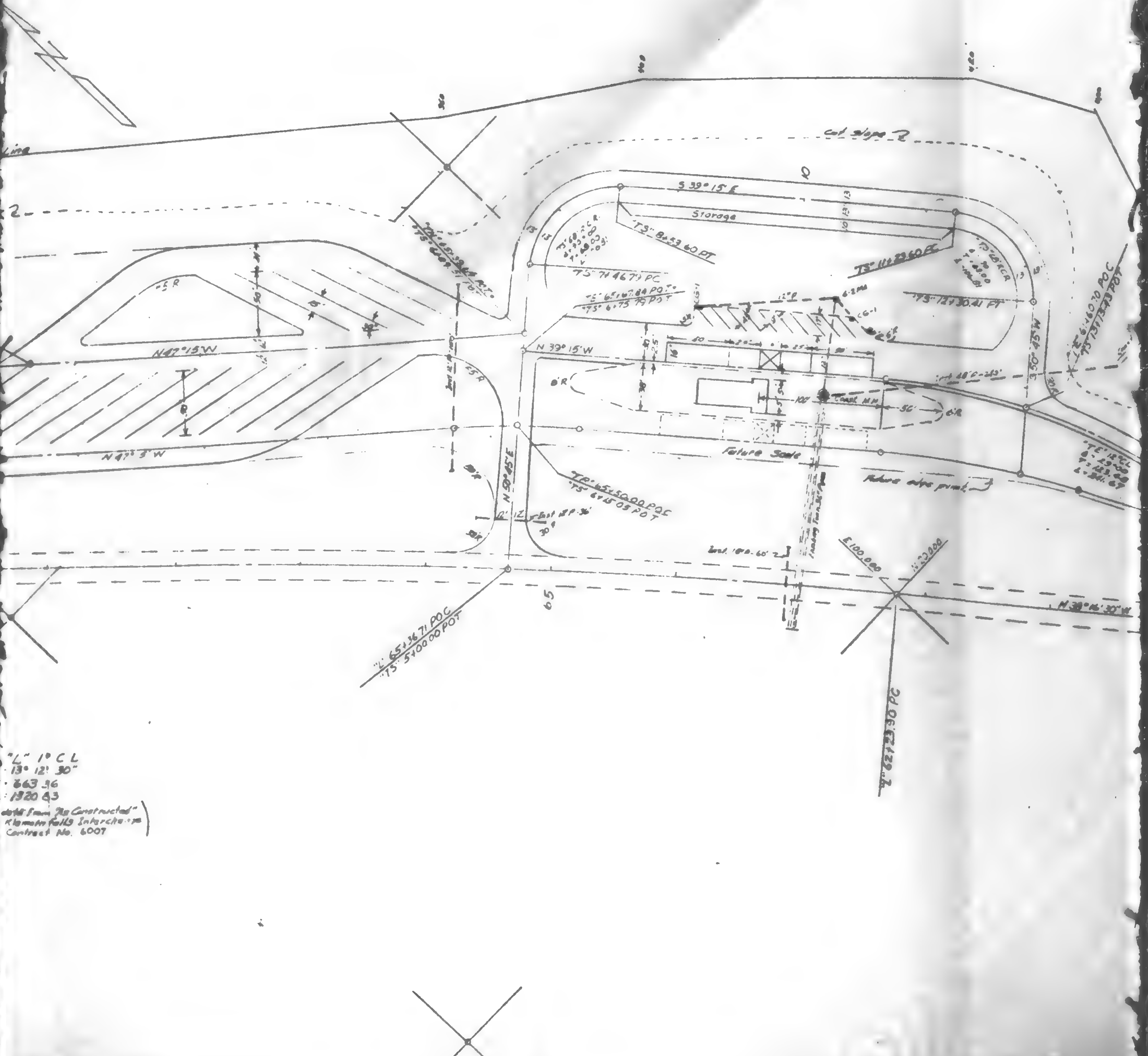

Extend 24" P-12'
100
100' Elev
65'
5
80
8
Existing R/W
3°C
95
12 12

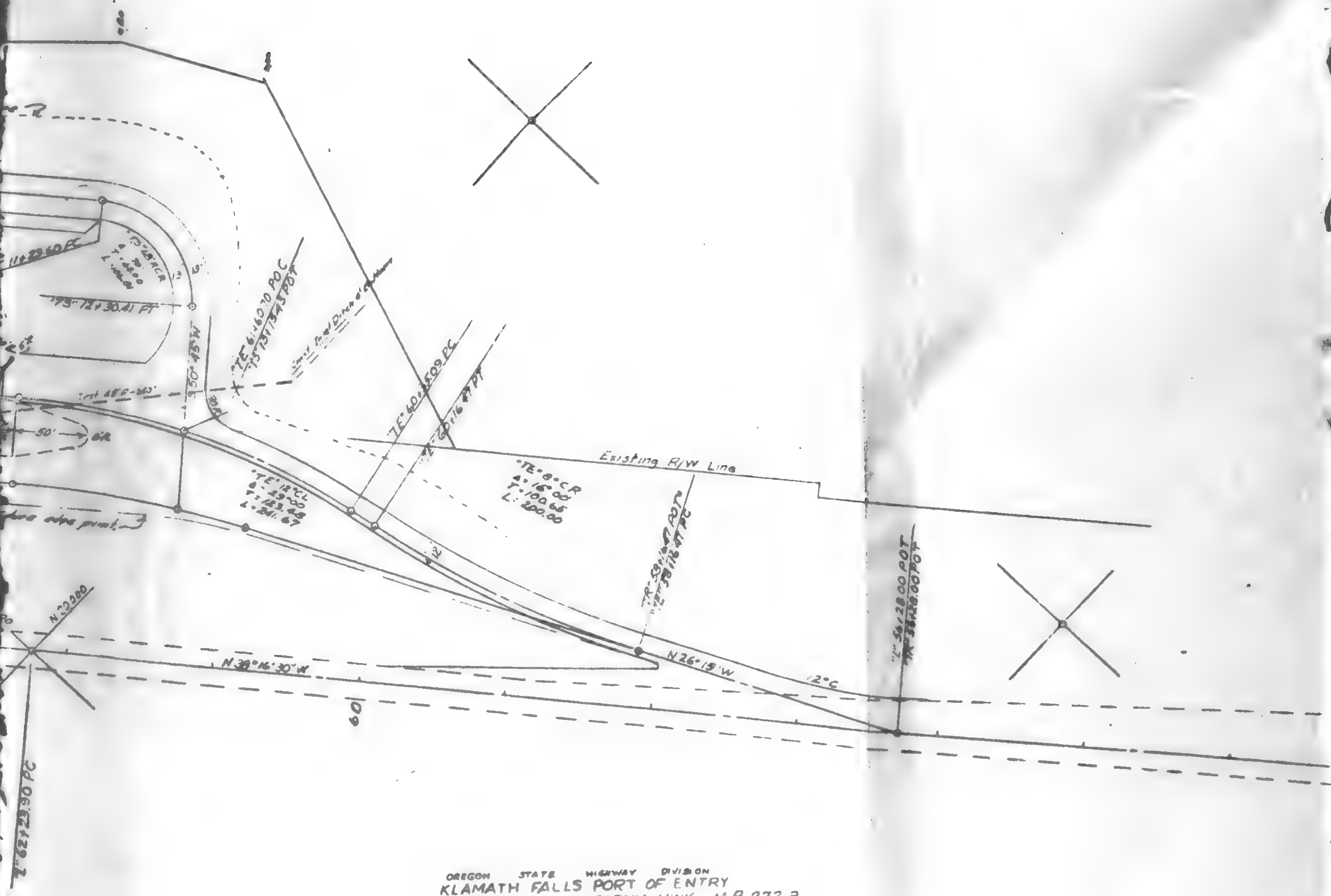

N 22,000
E 98,000
90
85


Cut Slope
Existing R/W Line
N 51° 29' 00" W
80

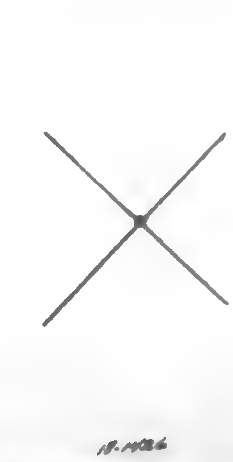

N 21000
Proposed R/W Line
Cut slope 2
Future slope 2
Future edge pvmt
Future edge pvmt
"TN" 69+33.00 POST
"TN2" =9+33.00 ∆
R
"TN2" ∆ 38°59'54"
T= 61.65
L= 120.66
32'
14'
20'
30 R
70
75
12
"L" 75+44.93 PT
N 47°15' W

"L" 1° C L
∆ = 13° 12' 30"
T = 663.36
L = 1320.63
(Curve data from "As Constructed" plans, N. Klamath Falls Interchange Section, Contract No. 6007)

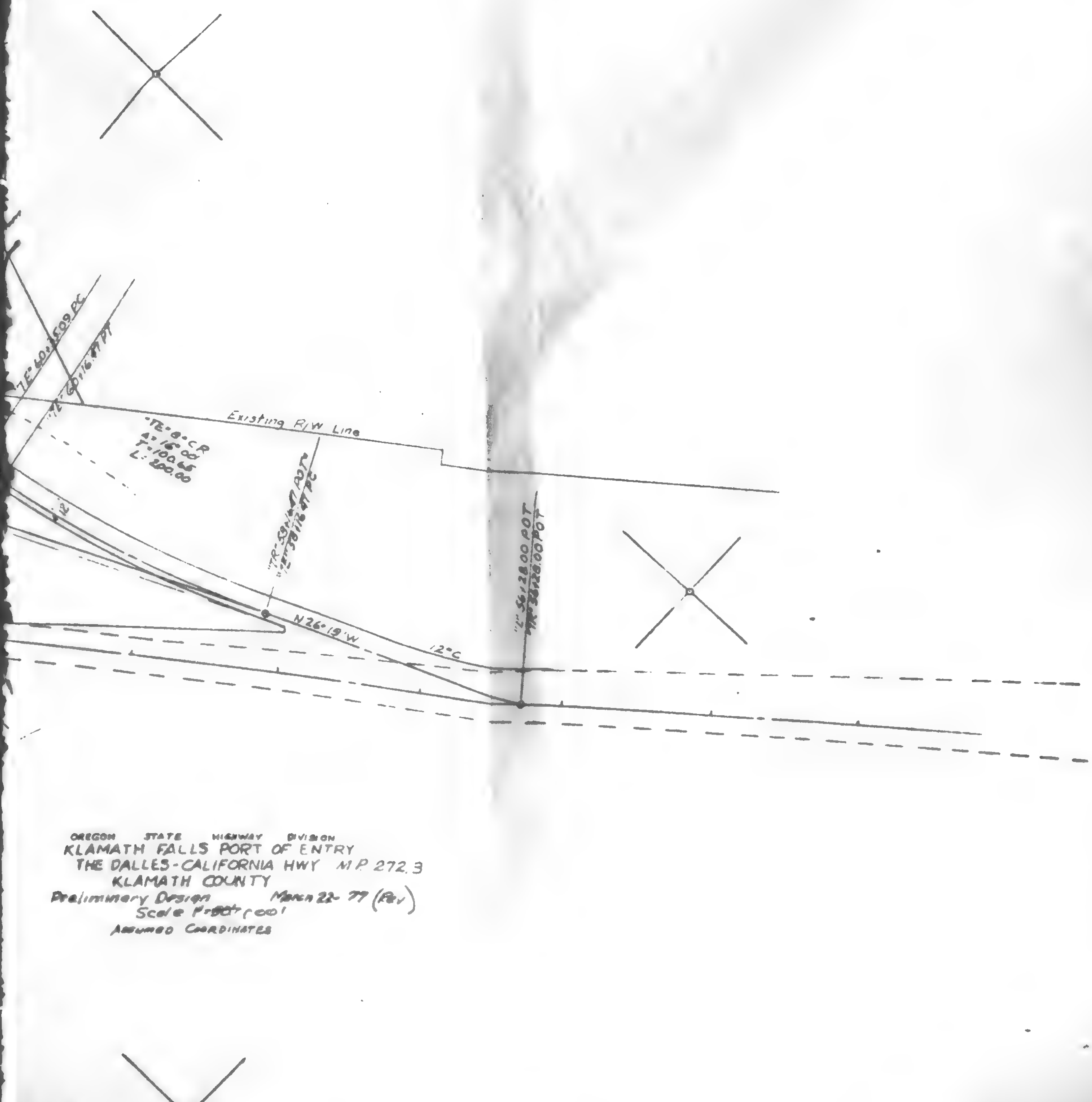
Line
cut slope 2
S 39° 15' E
Storage
"TS" 8+53.60 PT
"TS" 11+23.60 PC
"TS" 7+46.79 PC
"E" 6+167.84 POT
"TS" 6+75.79 POT
"TS" 12+30.41 PT
"TE" 6+160.70 POC
"TS" 13+33.73 POT
N 47° 15' W
N 47° 5' W
N 39° 15' W
N 50° 45' E
N 50° 45' W
5 R
25 R
6' R
Const. MH
100'
50'
Future Scale
Future edge pvmt.
"TE" 12° CL
"TP" 65+50.00 POC
"TS" 6+15.05 POT
"L" 65+36.71 POC
"TS" 5+00.00 POT
65
E 100,000
N 23,000
N 39° 16' 30" W
"L" 62+23.90 PC
"L" 1° C L
13° 12' 30"
863.96
1320.43
data from "As Constructed" Klamath Falls Interchange Contract No. 6007


11+23.60 PC
"T3" 25°CR
"T3" 12+30.41 PT
"TE" 6+60.70 POC
"T3" 13+15.45 POT
Int. 45°E-245'
50'
50°45'W
"TE" 12°CL
Δ: 29°00
T: 123.48
L: 241.67
"TE" 60+15.09 PC
"TE" 62+16.87 PT
"TE" 8°CR
Δ: 16°00
T: 100.65
L: 200.00
Existing R/W Line
"TE" 58+16.87 PC
"L" 56+28.00 POT
N 26°15'W
12°C
N 30°16'30"W
60
N 22000
"L" 62+29.90 PC

OREGON STATE HIGHWAY DIVISION
KLAMATH FALLS PORT OF ENTRY
THE DALLES-CALIFORNIA HWY. M.P. 272.3
KLAMATH COUNTY
Preliminary Design March 22- 77 (Rev)
Scale 1"=50' 100'
ASSUMED COORDINATES

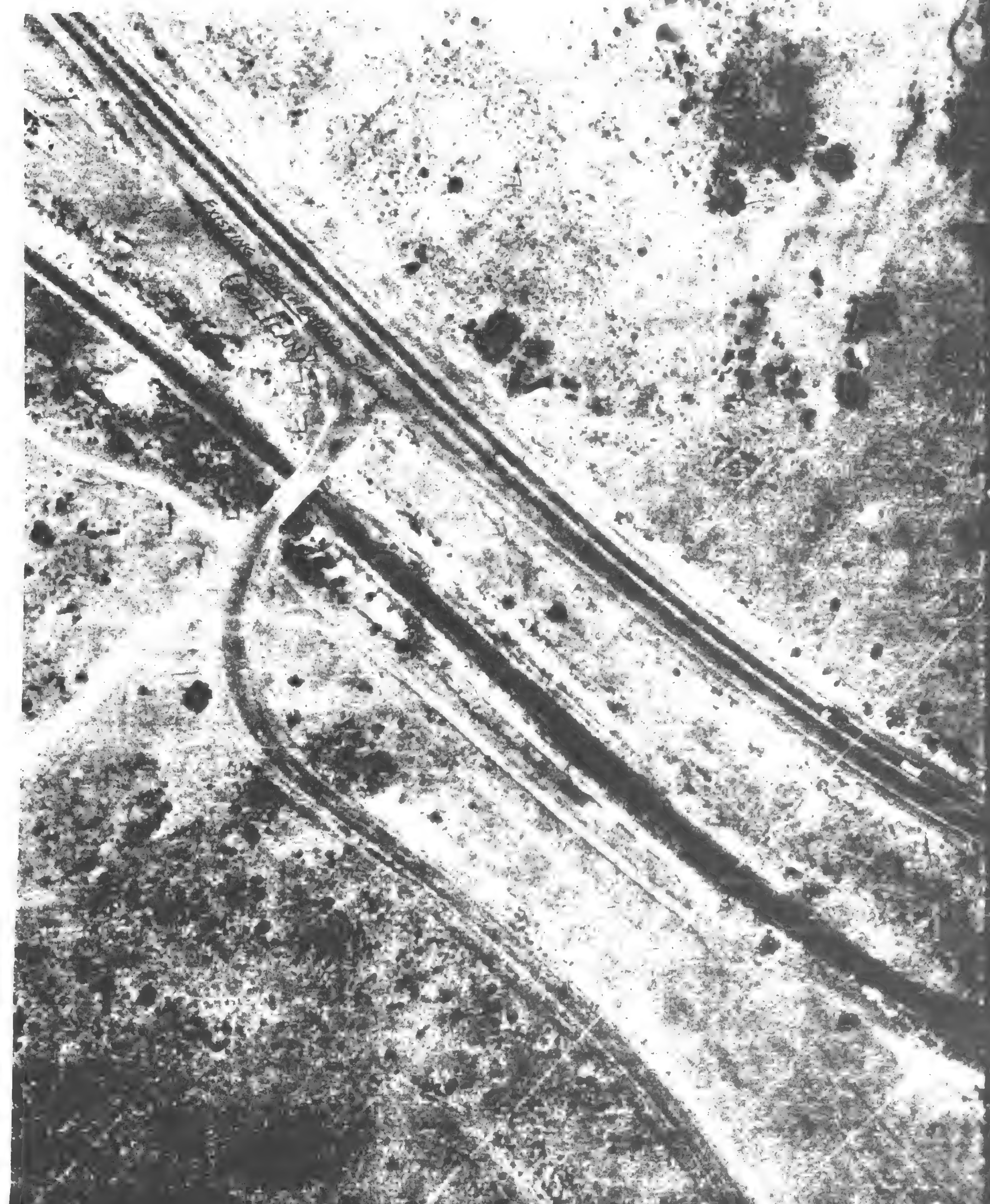


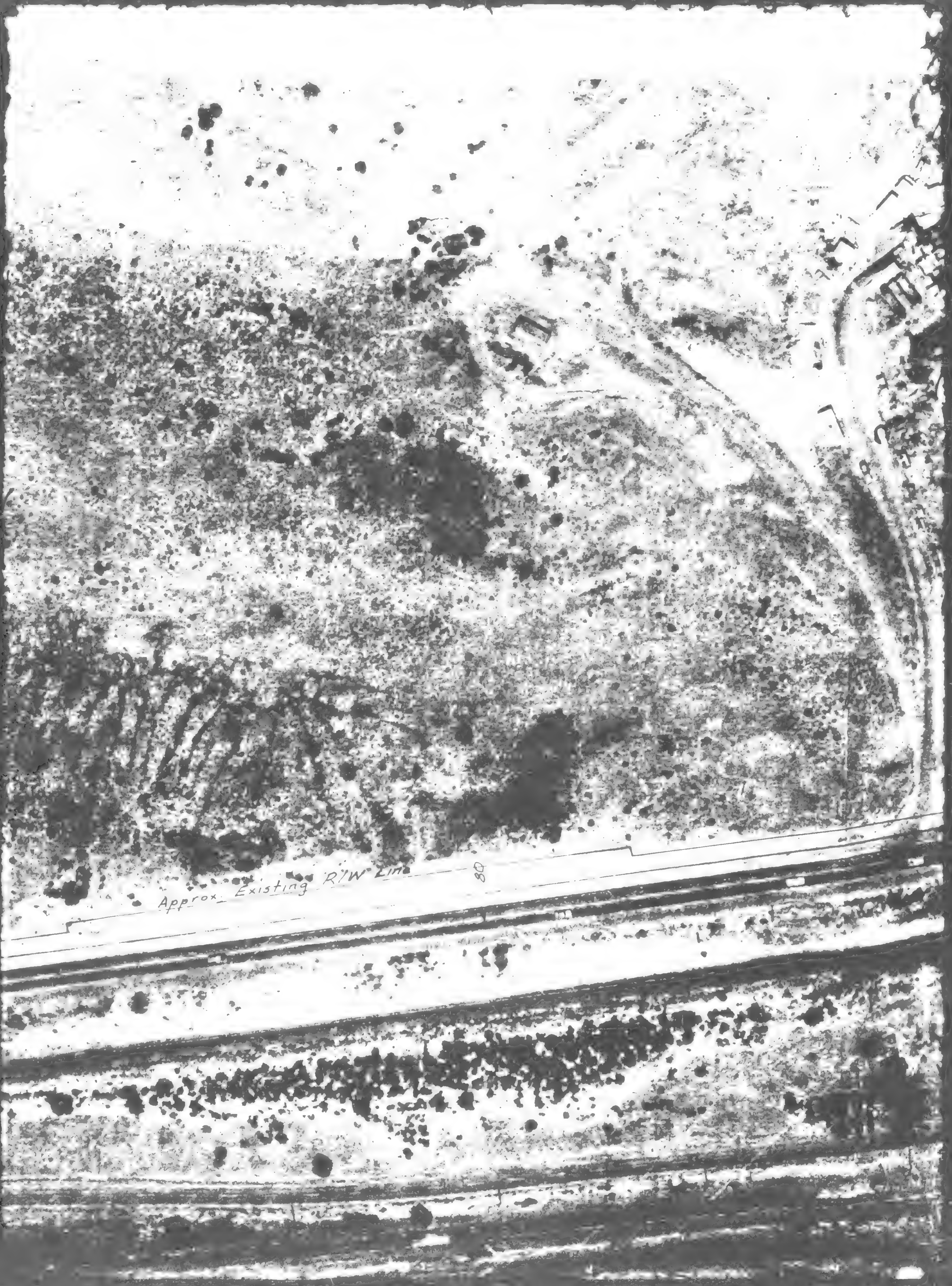
18-1486

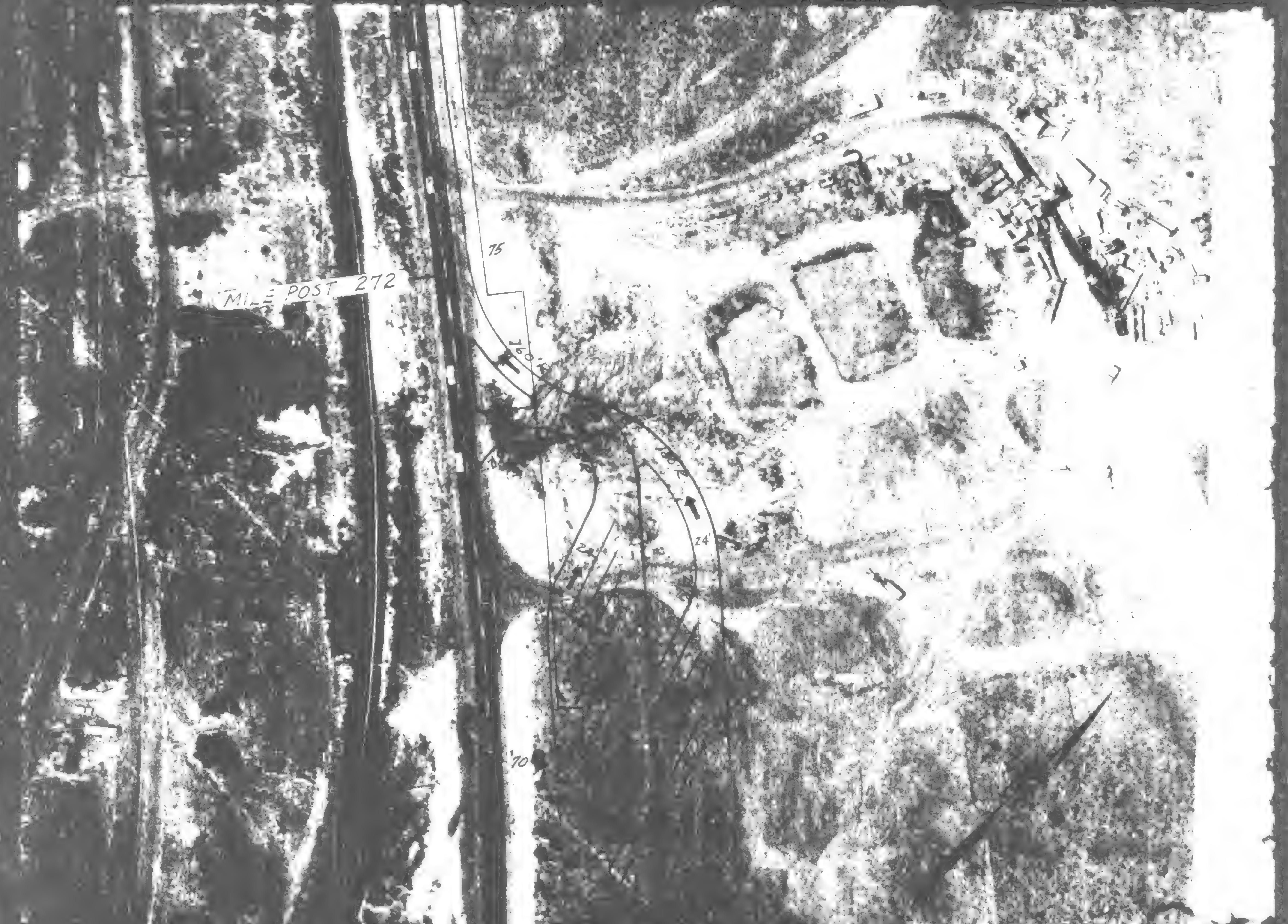

"TE" 60+15.09 PC
"TE" 60+116.41 PT
Existing R/W Line
"TE" 8° CR
Δ: 16° 00'
T: 100.65
L: 200.00
12'
"TR" 53+16.47 POT
"TE" 58+16.47 PC
N26°19'W
12°C
"L" 56+28.00 POT
"TR" 58+28.00 POT

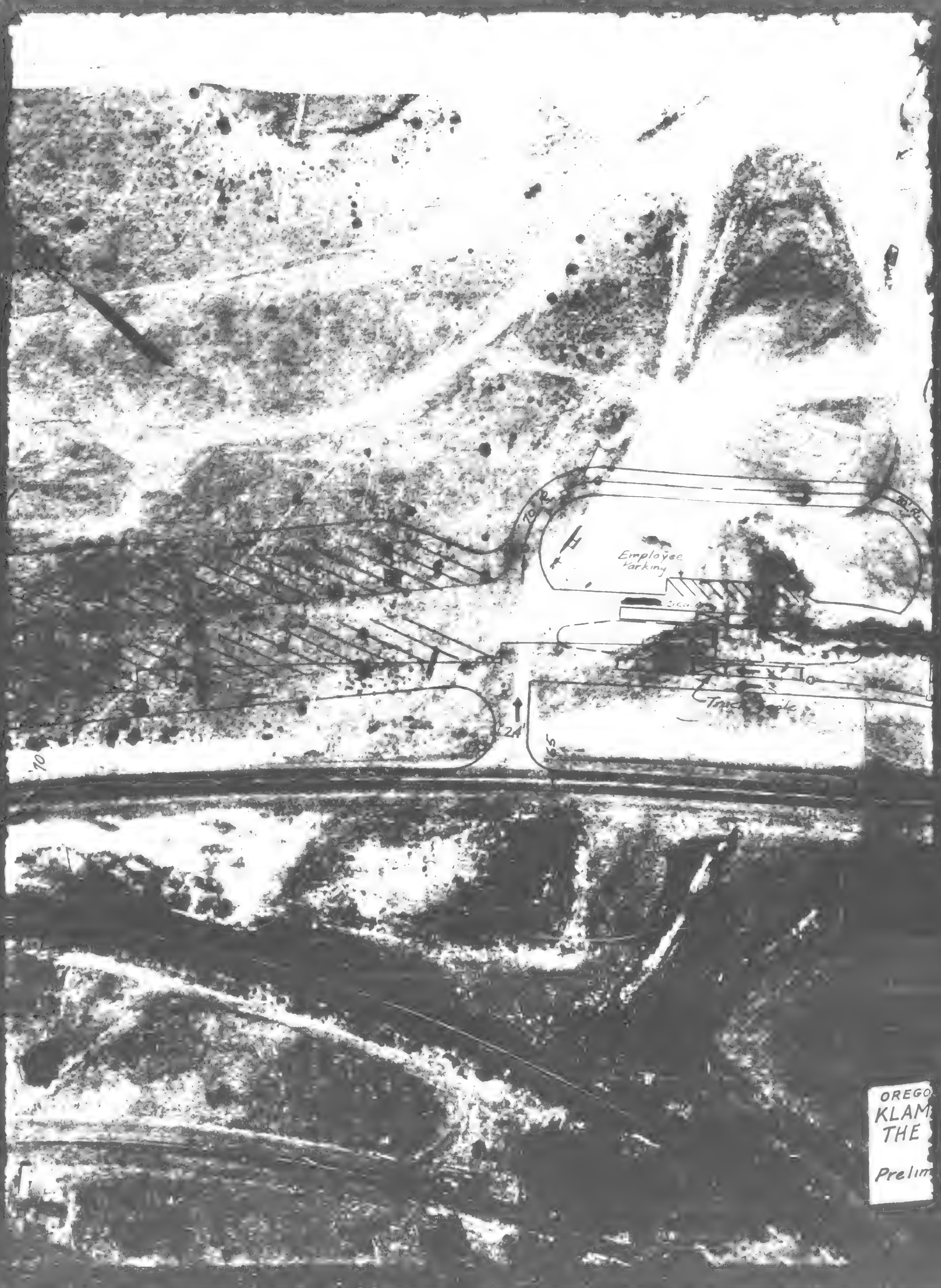
OREGON STATE HIGHWAY DIVISION
KLAMATH FALLS PORT OF ENTRY
THE DALLES-CALIFORNIA HWY M.P. 272.3
KLAMATH COUNTY
Preliminary Design March 22-77 (Rev)
Scale 1"=~~50'~~ 100'
ASSUMED COORDINATES

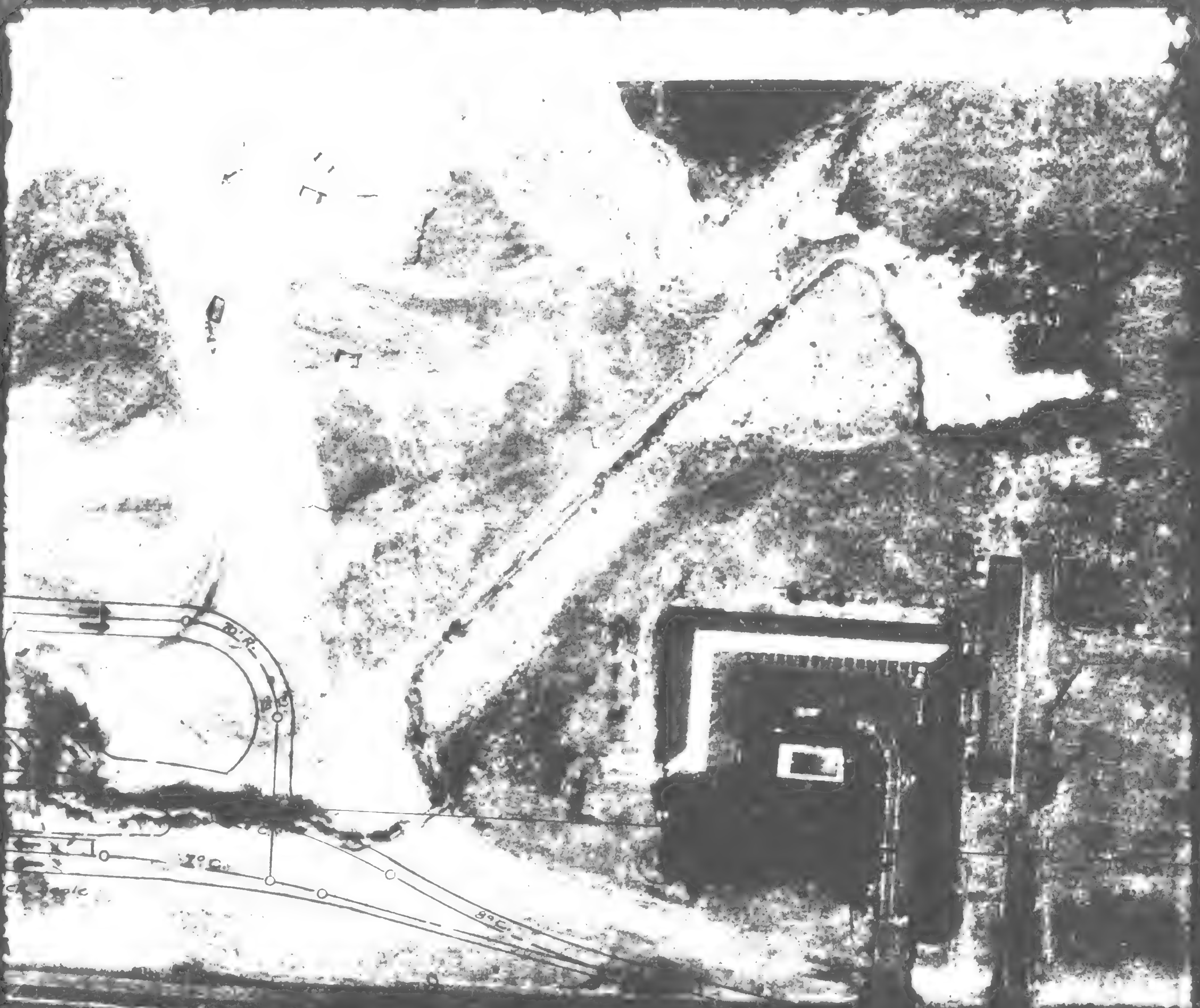
18-14136


Existing

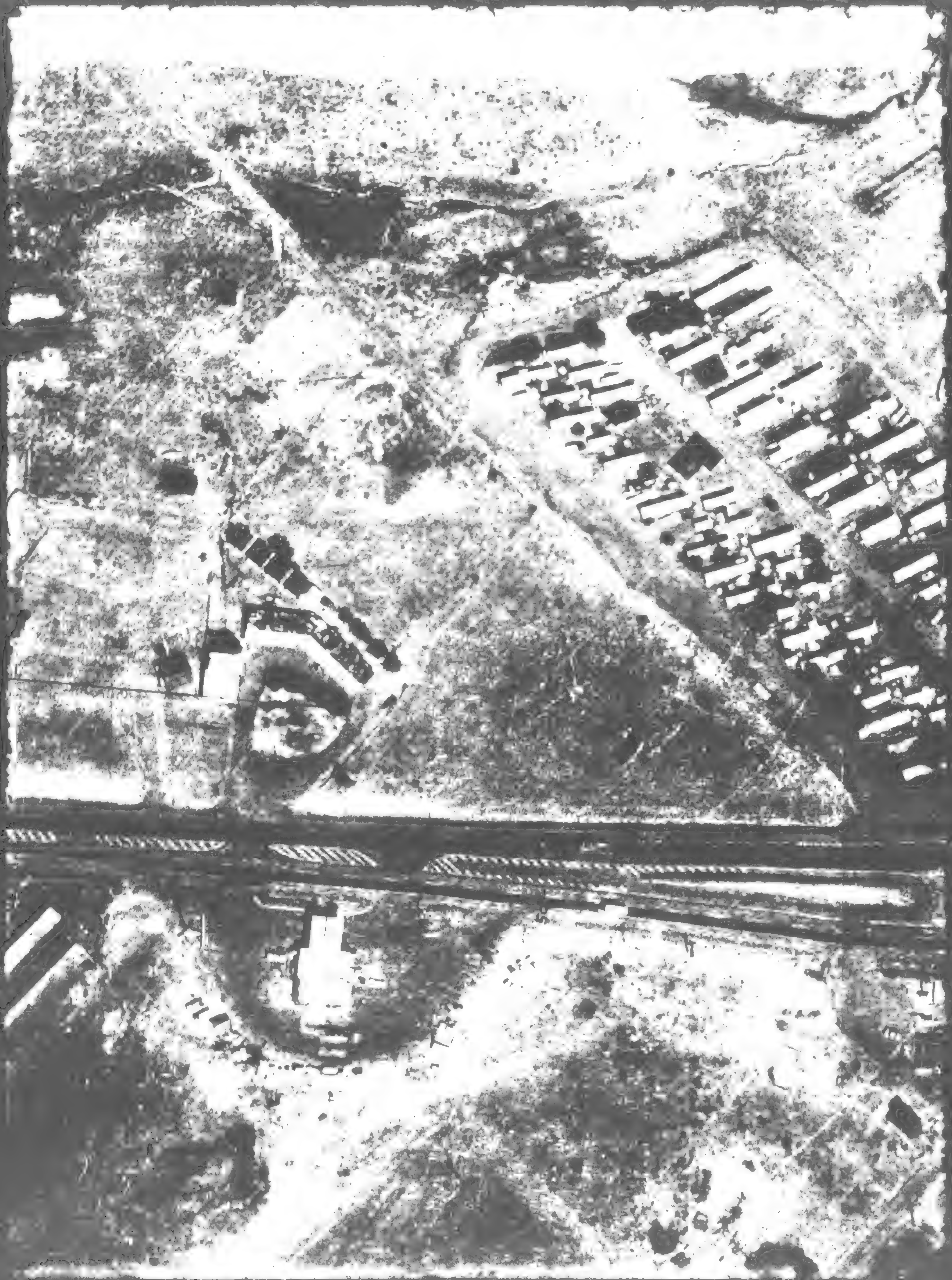

Approx. Existing R/W Line
80

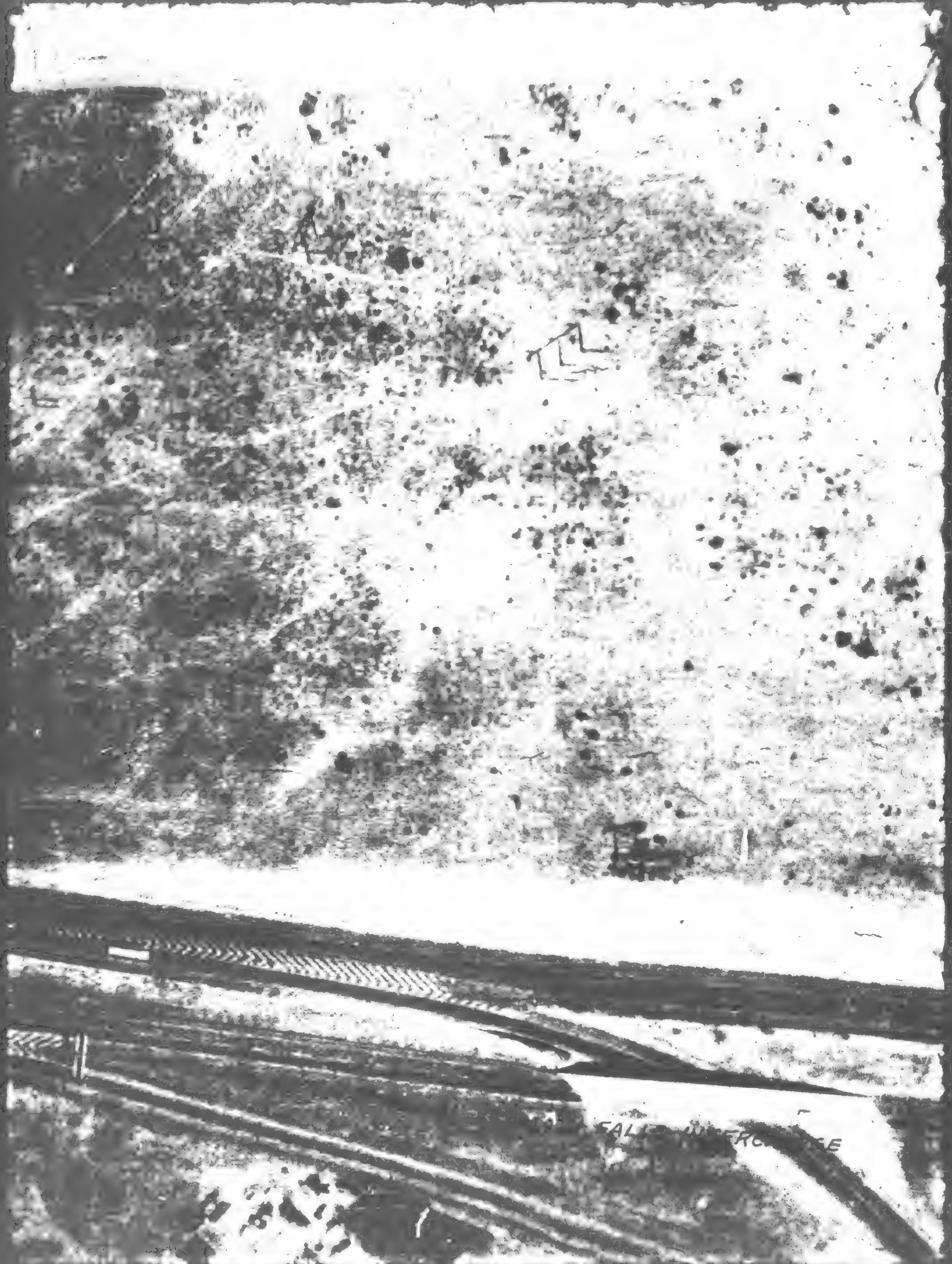

MILE POST 272
75
160'R
180'R
24'
24'
10

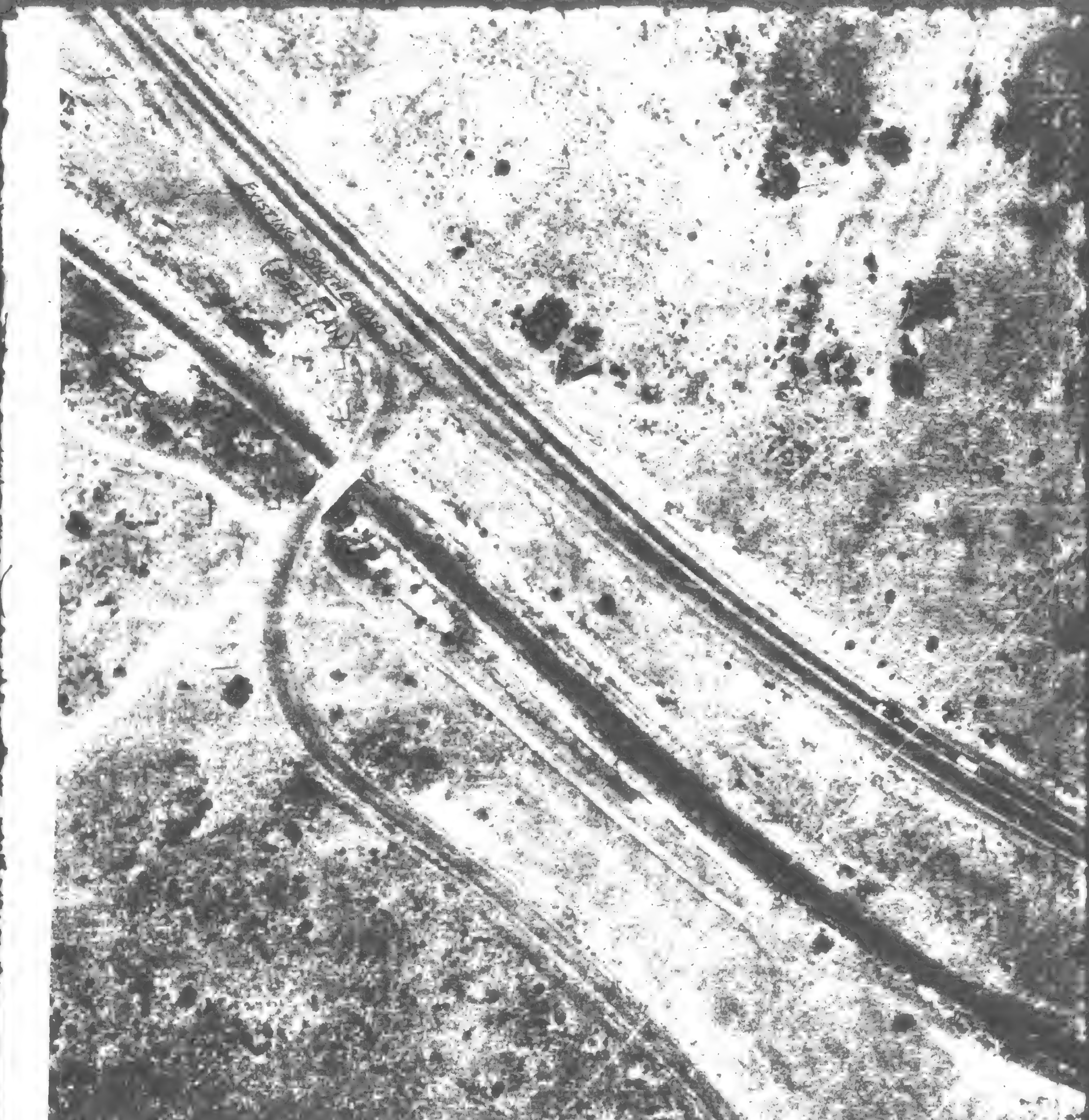

70'R
70'R
Employee Parking
Truck Scale
24'
65
70
OREGO
KLAM
THE
Prelim



OREGON STATE HIGHWAY DIVISION
KLAMATH FALLS PORT OF ENTRY
THE DALLES-CALIFORNIA HWY.
KLAMATH COUNTY
Preliminary Design 2-17-77 T.E.
Approx. Scale 1"=100'

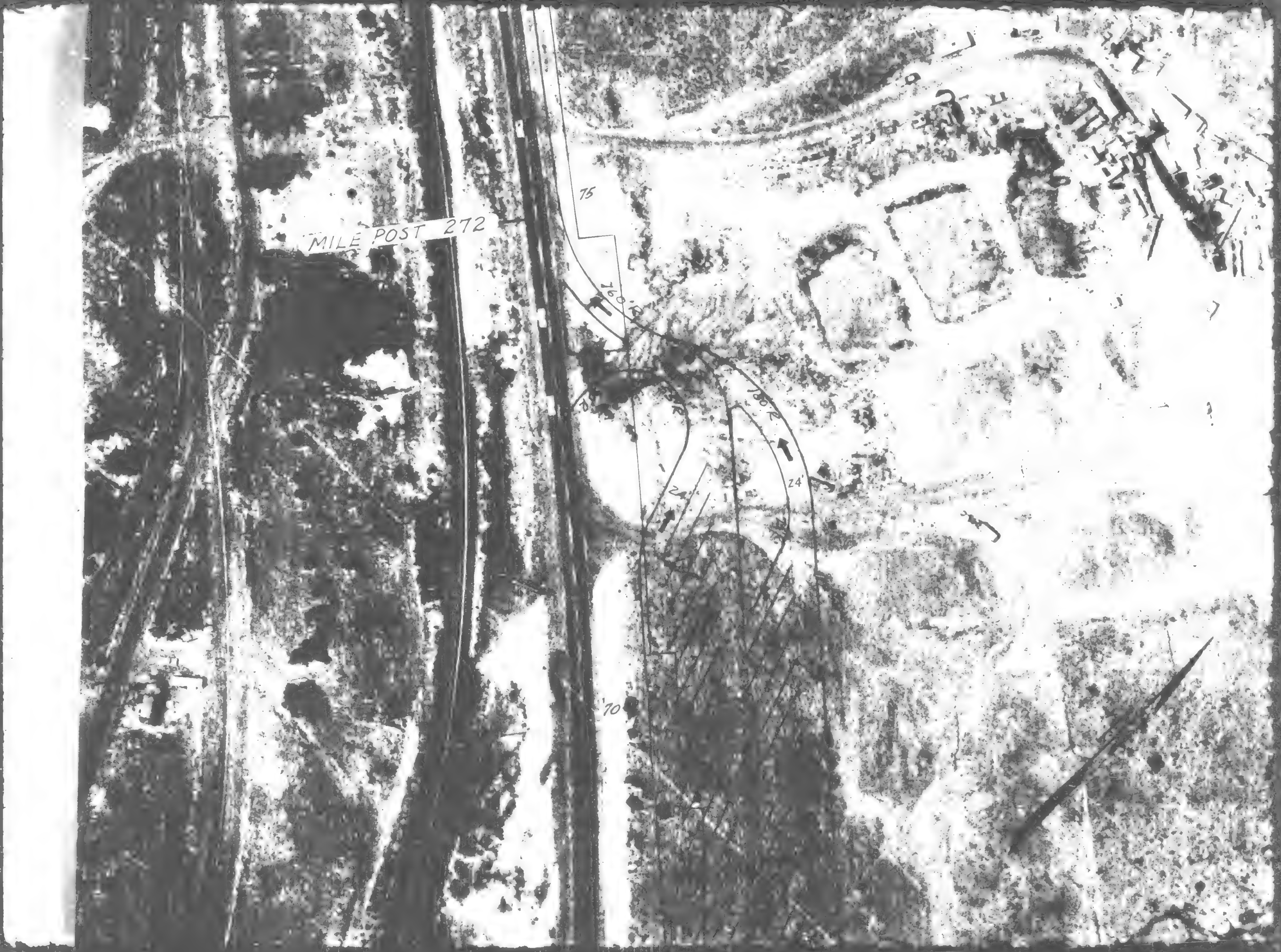




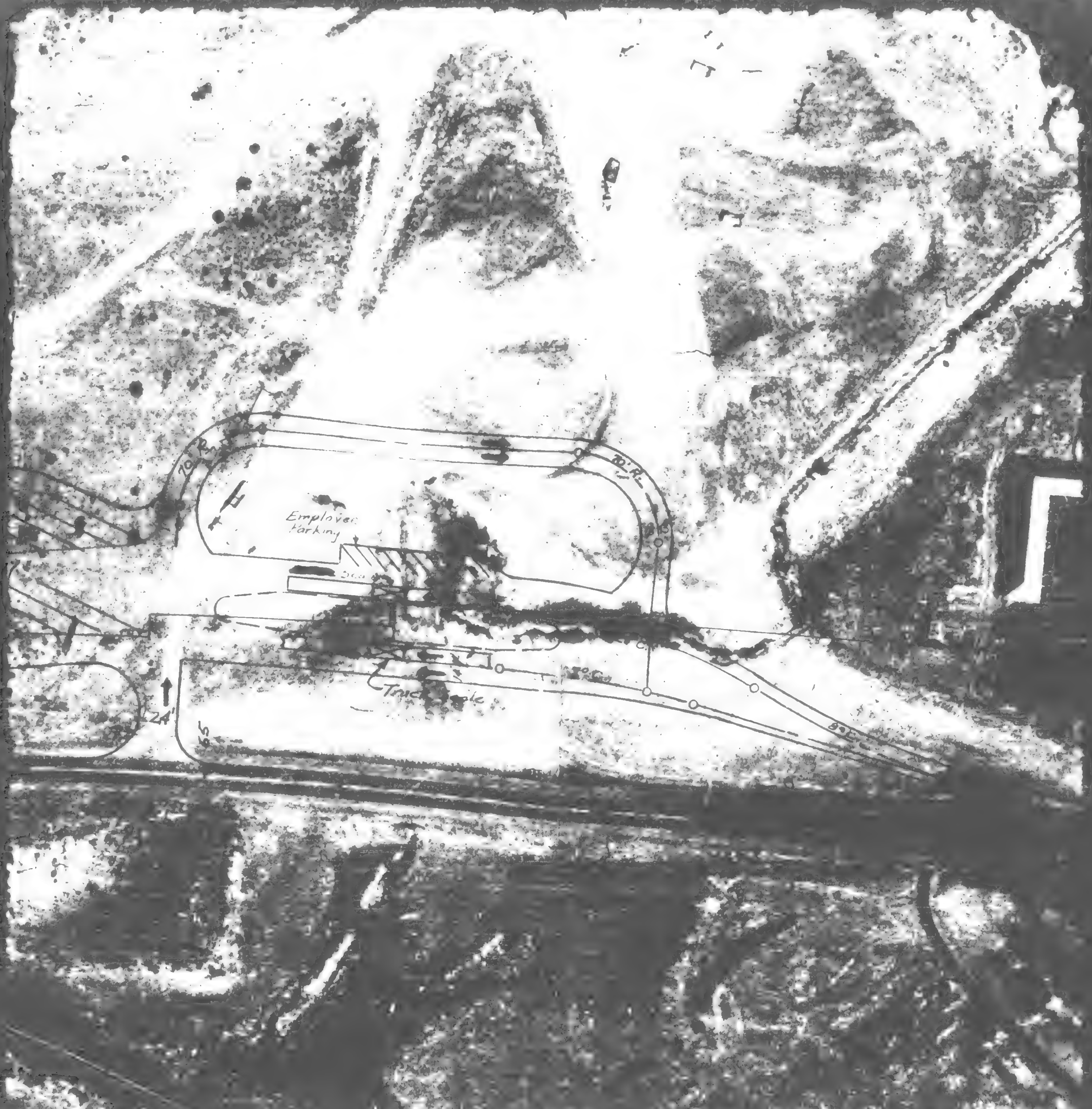

EXISTING SPRINGDALE ST.
(OLD TEND)

50 Taper

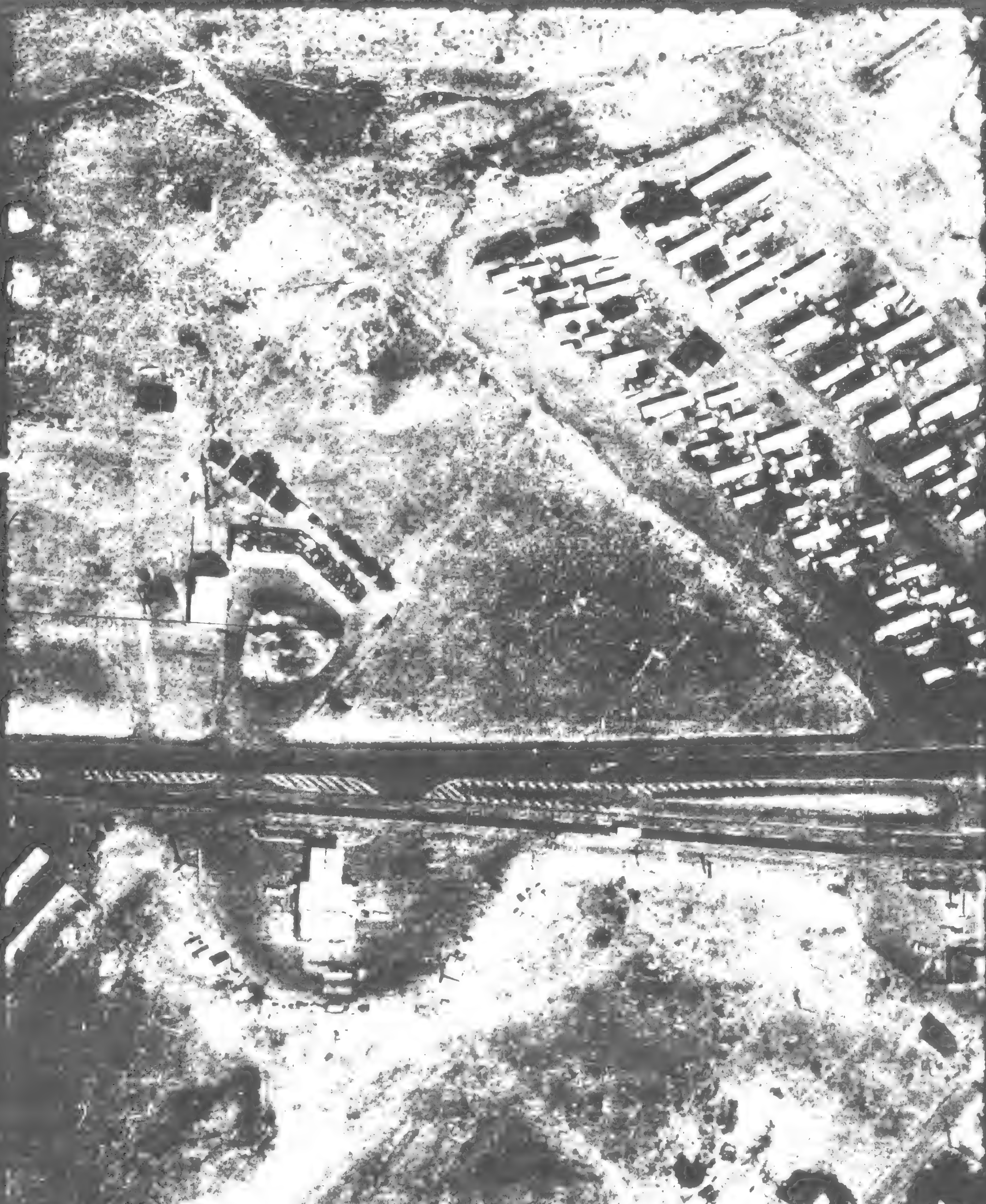
Approx. Existing R/W Line
80

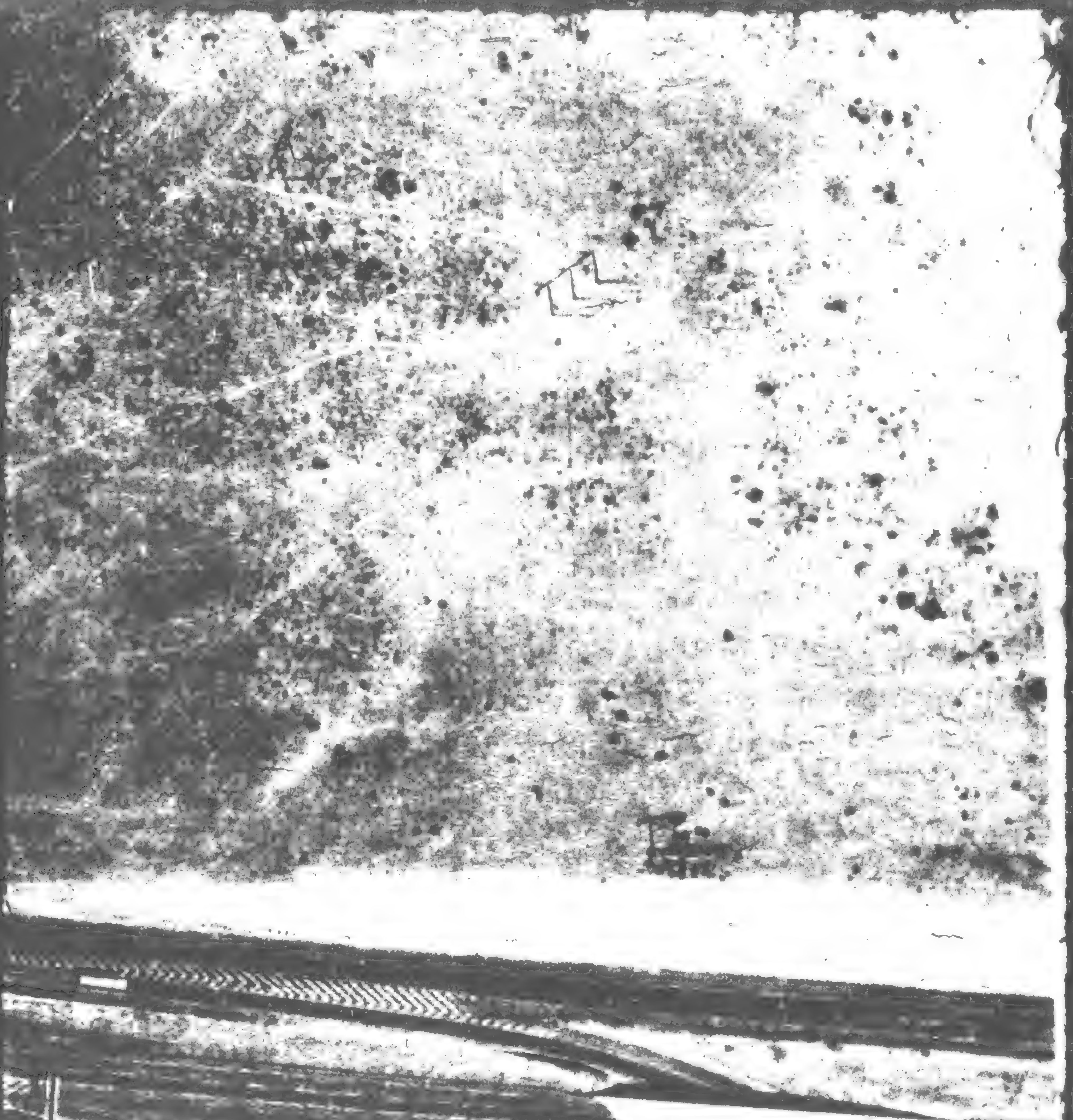


MILE POST 272
75
760' R
180' R
24'
24'
70


70' R.
70' R.
Employee Parking
Truck Scale
24'
65

OREGON STATE HIGHWAY DIVISION
KLAMATH FALLS PORT OF ENTRY
THE DALLES-CALIFORNIA HWY.
KLAMATH COUNTY
Preliminary Design 2-17-77 T.E.
Approx. Scale 1" = 100'





MA FALLS INTERCHANGE

8854 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 18, 1977

D N Stoudenmeyer

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Region was contacted to determine what facilities for sewer and water could be provided at the subject port of entry. The City of Klamath Falls has received verbal approval from the Feds for funding to provide a sanitary sewer to within 600 feet of our proposed facility.

It was recommended by Region and concurred in by the Structures Section that we should provide a holding tank for sewage with the possibility of a future hook up to the City sewer when and if it is extended to our area.

At present the Structures Section is still looking into the possibility of providing water by agreement with the Oregon Water Corp. Should this fail to materialize or be too costly, a well can be provided.

We should proceed on this basis.

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 19 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DNS:az
cc: Carl Williams
Walt Hart
D. O. Christensen

8854

4

Salem, Oregon
July 26, 1977

ADOlson
A. D. Olson
Preliminary Design Engineer

Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

Carl Williams
Region 4 Engineer

Attached is data which you submitted to this office for zone change request of the Klamath Falls Port of Entry. It is returned to you for your use in obtaining any necessary zone change after the right-of-way has been acquired.

DNS:az
cc: J. B. Boyd

RECEIVED
JUL 26 1977
ROAD
DESIGN
SECTION

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, OR 97701
April 19, 1977

Frank King

FROM: Frank King
Right of WayAgent

SUBJECT: Proposed Port of Entry Site
The Dalles-California Highway
Klamath County

TO: Adrian Olson
Preliminary Design Engineer

Land zoning in the vicinity of the proposed Port of Entry site has been re-examined since Joe Stupfel's letter of 4-5-77 on that subject.

Apparently, the Planning Office people were themselves somewhat confused about what had been done; however, I think we now have the correct information.

The attached map section shows the area outlined in red, which would involve the Port site, lately rezoned M-2. This area is covered by the Pelican City Zoning Ordinance, and is administered by Klamath County. The language of the ordinance does not cover a use such as that of the Port of Entry. Advice of the Planning Office is that, with this being the case, a zone change or variance would not be applicable. Their feeling is that Port use could be covered and allowed by Resolution. A copy of the legal description will be needed to prepare the Resolution. Approximately two weeks time is needed to prepare, submit and obtain approval for Resolutions, unless there is some public sentiment against the facility.

Please advise if anything further is needed at this time.

FK:eh

Attachment

cc J. B. Boyd

[illegible] returned to Region

1 Versteeg ✓
2 Olson
Christensen
3 Scott
Swenson
Savage
Trout

RECEIVED
APR 20 1977
ROAD DESIGN SECTION

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Requires Approval ☐
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Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, OR 97701

April 5, 1977

FROM: Joseph Stupfel J. Stupfel
Right of Way Agent

SUBJECT: Proposed Port of Entry Site
Klamath County

TO: Adrian D. Olson
Preliminary Design Engineer

Enclosed is an application for a zone change in Klamath County. The application should be submitted as early as possible, because a thirty-day advertisement period is required. I understand from the Klamath County Planning Department that an application submitted today would not be processed for zone change until July 1977.

Also, attached is the zone change requirements for Suburban Agricultural Zone S-A and Commercial Zones C-1, C-2, and C-3. It would be our recommendation to ask for a C-3 zone change. Presently, the property is zoned R-75; that is, Residential, 7,500 square feet per lot.

JS:eh

Enclosures

cc J. B. Boyd

Data returned to Region

1 Versteeg ✓
2 Olson a.O.
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 0 6 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

[illegible] 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 8, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Administration Engineer,
Structural Section

TO:
Memo to the File

SUBJECT:
Klamath Falls Port of Entry
Bridge 16322
Water Supply and Sewage Disposal

I talked with E. J. Dunn, Resident Engineer, regarding water supply and sewage disposal for the Klamath Falls POE. He has been in contact with the Oregon Water Corp. which has a main 2500 feet from the POE site. They are agreeable to furnishing water to the State at that point. A line can be placed on state right of way between the POE and the main without additional acquisition.

Dunn has also been in contact with the City of Klamath Falls regarding sewage disposal. The City is about to obtain a grant to extend a sewer trunk beyond our POE site. It will pass immediately adjacent to our site. Construction of the sewer trunk is expected to begin in early 1978. We should plan to have the POE facility serviced by this trunk. Since the POE may be completed prior to the sewer trunk, provision should be made for use of a holding tank during the interim.

As a hedge against the possibility of the City's not obtaining the sewer grant, we should pursue a permit from DEQ (and other pertinent regulating agencies) for installation of a transpiration bed.

Maximum water usage for the PEO is estimated at 1500-2000 gpd. Region should conclude an agreement with the Oregon Water Corp. to supply water for the facility.

Region should keep tabs on the progress of the City's sewer trunk and any problems that may develop there.

Gordon Ballard will contact DEQ and obtain the necessary permit for a holding tank to be used between the time the PEO is completed and the sewer is finished.

Gordon will also obtain a permit from DEQ for installation of a transpiration bed to be installed as the disposal field in case the City's sewer line is not constructed.

RWE:dh

cc Adrian Olson
Carl Williams
E. J. Dunn
G. J. Ballard

REFERRED TO
Beard ____ Reed ____
Cole ____ Sample ____
✓ Erikson FE ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Tr____

bcc: B. Hamilton

RECEIVED
JUL 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up. ____
Other ____

8854

4

Salem, Oregon
June 29, 1977

Fred Eriksen
Design Engineer Supervisor

Carl M. Williams
Region 4 Engineer

Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

In preparing the contract plans for the project we find there will be approximately 87,000 cubic yards of excess excavation material.

We have field cross-sections for embankment widening along The Dalles-California Highway from M.P. 269.75 to M.P. 271.01 that will use up about 35,000 cubic yards (one copy enclosed).

Please furnish additional embankment widening cross-sections for approximately 50,000 cubic yards.

1 Versteeg ✓
Olson
2 [illegible]
Scott
Swenson
Savage
3 Trout

RECEIVED
JUN 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FE:az
bc: F. Eriksen

4
6558

KXMXX LRW KFL 1 5-10-77 11-50

XBRXXNXBKX ADRIAN OLSEN
ROAD DESIGN

RE - PORT OF ENTRY KLAMATH FALLS

THE TEST PITS FOR THE PORPOSED SANITARY DRAIN FIELD ALL FAILED.

THE LOCAL DEQ SUGGESTS HOLDING TANK. IS I SUGGESTG
I SUGGEST GO TO A PERK SYSTEM LIKE AT COW CANYON. THE LATTER
WOULD BE THE LEAST EXPENSIVE FUTURELY.

S J DUNN
T34.

RECEIVED
MAY 10 1977
ROAD DESIGN SECTION

1 Versteeg ✓
2 Olson
[illegible]
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to Bridge

Discussed w/ Ballard's expert on sewage disposal - he will contact Dunn, DEQ, etc & explore alternates - based on 100% state funds. - 5/11/77

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 5, 1977

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: William H. Sample
Final Design Supervisor

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

RECEIVED
MAY 05 1977
ROAD DESIGN SECTION

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

Copy
Copy
Copy
Copy

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Herewith the following data on Klamath Falls Port of Entry: *Copy Location

1	Roll	1"=50' Vellum, first stage plan
1	Roll	1"=50' Print, ultimate plan
1	Roll	1"-100' Print, mosaic
1	Roll	1"=200' Sepia, contour map
1	Roll	1"=200' Print, N. Klamath Falls development area
1	Roll	Plotted cross sections
1	Roll	Computer cross sections (ground line only)
1	Roll	Profiles
1	Folder	Coordinates, field notes, base design, etc.

The project was designed for stage construction. The first stage, shown on drawing dated 3-22-77, will make the facility a fully functional port of entry with one scale, parking for fifteen trucks, building, storage area, employee parking, etc. Also included is a climbing lane approximately 3,000 feet long for northbound trucks.

All northbound trucks will be processed through this facility. Selected southbound trucks will also be processed. These will consist mainly of trucks found to be lacking appropriate permits and/or plates by weighmasters at the southbound "Pelican" scales.

The building will be basically the same as the one at Farewell Bend Port of Entry with all personnel housed in a single building.

The scales will be electronic with a 14 ft. wide by 16 ft. long platform. The scale pit will have one foot thick walls, make its outside dimensions 16 ft. wide and 18 ft. long. Approach slabs are 16 ft. wide by 75 ft. long, with the 25 ft. nearest the scale pit reinforced. Vern Busch, Chief Weighmaster, is checking details of the proposed scales.

Cut slopes, including fallout area and benches, are as recommended by the Resident Engineer and District Engineer. The parking area has slope of 0.02'/ft. towards the highway. The asphalt paved area of the "TE" Line slopes to the east, taking drainage away from the building area. The approach slabs and scale platform have no slope, either laterally or longitudinally. The "TS" Line slopes inward towards the unsurfaced area between it and the "TE" Line.

Right-of-Way Description Unit is preparing descriptions for required right-of-way which will be adequate for ultimate plan.

Water sources and sewage disposal are being checked out by Resident Engineer E. J. Dunn. Testing to determine the suitability of soils for a septic tank and drain field installation is under way.

The Hydraulics Unit has been furnished data to determine if the 48 inch pipe shown will be adequate to connect the drainage channel coming into the site from the east to the existing twin 36 inch culverts.

Disposal area for excess material from MP 269.50 to MP 271.02 was recommended by the Resident Engineer and cross sections were taken. This area will accept about 35,000 cu. yds. Since excess materail is estimated to be 99,000 cu. yd. a site for disposal of the other 64,000 cu. yd. must be found.

The ultimate development, shown on plan dated 3-18-77, will consist of installing the second, or westerly, scale with attendent paving, etc., and expanding the parking area northerly with a new connection to the highway in the vicinity of Sta. 74. This expansion is far in the future by present predictions.

ADO:az
cc: Bob Hamilton
Carl Williams
Bridge Design

K. Falls Port-of-Entry

P.U.C. Funds –
P.U.C. has the money
P.U.C. has approved preliminary plans

Need Co. Conditional Use Permit –
Field is pursuing this

Sanitary Sewer Problem –
Res Engr Dunn working with Co.
Sanitation representative

Archaeological: Old gravel pit

Building Permits? – Check w/Bridge

Utilities – Power? – Check w/Chidsey
Cartwright
5-15-77 Preston notified

No Envir Document Reqid - State PUC Funds
" " Noise " " " "

Div. State Lands?

Mat'l. Source?
Waste Area?

Gifford notified of -
Project is w/PUC Funds
Let August '77?

77-34

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 18, 1977

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

TO: MEMORANDUM TO THE FILES

A design has been prepared for a Port of Entry on The Dalles-California Highway just northerly of Klamath Falls. This has been patterned after the facility presently under construction at Farewell Bend west of Ontario on I-80N. A climbing lane northerly of the facility has been included in the design to allow trucks leaving the Port of Entry to accelerate and merge with the normal traffic flow.

Traffic counts show about 500 trucks per day northbound in this area with approximately 20% of these not having visible PUC plates. The site has been designed to handle these and room has been allowed for possible future expansion.

Additional right of way will be required from three, possibly four, properties. No improvements will be in the areas needed. Preliminary discussions indicate that there should be no problem in getting the necessary zone changes once the property is acquired.

Water will probably be from a local corporation rather than providing our own well. Other facilities in the vicinity are using septic tanks and drain fields for sewage disposal and this is being checked out with the local authorities.

This project is estimated to cost about $760,000. If approved at this time, it could probably be contracted in August and open for use in the spring when weather permits completion of the surfacing.

ADO:jh

__✓__ Versteeg ✓____
____ Olson ____
____ Christensen ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
APR 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
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Receiver Keep ☐
Do not File ☐
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Bring Up__/__/__
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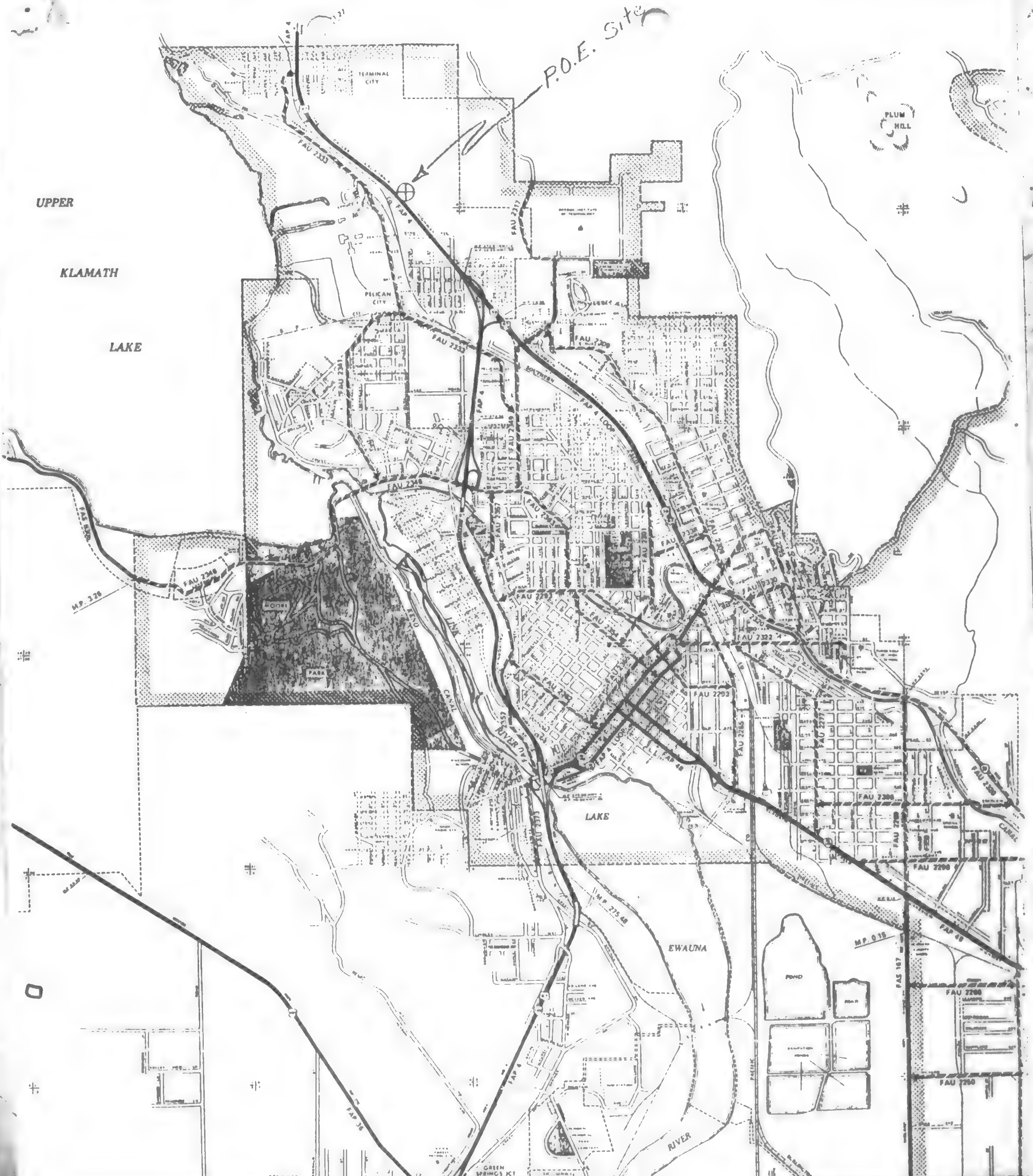
Copy to Kleboes office w/sketch map, plan & mosaic
ADO. 4/18/77

Copy williams
Hamilton


P.O.E. Site
TERMINAL CITY
UPPER
KLAMATH
LAKE
PELICAN CITY
PLUM HILL
FAU 2333
FAP 4
FAU 2293
FAU 2332
FAU 2330
FAU 2296
FAU 2290
FAU 2234
FAS 167
SOUTH KLAMATH
FAP 48
FAP 15
FAS B319
CANAL
RIVER
LAKE
EWAUNA
RIVER
POND
M.P. 275.48
STEWART LENNOX
GREEN SPRINGS JCT

8451

DATE: April 7, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Project Approval
Klamath Falls (Port of Entry)
The Dalles-California Highway, M.P. 272.3
Klamath County

The Public Utility Commissioner has requested us to design a Port of Entry on The Dalles-California Highway just northerly of Klamath Falls. The proposal will be similar to the existing Port of Entry at Ashland and the one under construction at Farewell Bend near Huntington. Incorporated into the design will be a climbing lane northerly of the facility to allow slow-speed trucks to accelerate and merge with normal traffic flow.

PUC has $760,000 budgeted for this facility; however, no date has been established for construction.

Field data is being gathered and alternate designs are being prepared to provide a facility to handle today's traffic, with flexibility to expand if necessary. Right-of-way will be required.

Your approval is requested to proceed with this request from PUC in anticipation of construction. This matter will be on the agenda for your consideration at the April 19 meeting.

bc: Robert A. Burco
C. W. Head
R. P. Hamilton
H. S. Coulter
L. W. Rulien
Carl Williams

BLG:ljt srb

8854

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 5, 1977

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

We have just been informed that the proposed port of entry will require a zone change from present single family to commercial. Apparently, the docket is full until July so a zone change hearing cannot be scheduled until then.

We will apply for the zone change immediately and do not anticipate any objections.

DNS:az
cc: F. B. Klaboe
E. S. Hunter
Bob Hamilton
Carl Williams
Hardy Cave, P.U.C.

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
APR 6 '77
REFER TO
FOR

8854 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
March 21, 1977

E J Dunn

FROM: E. J. Dunn
Resident Engineer

SUBJECT: Port Of Entry
Klamath County

TO: Adrian Olson
Preliminary Design Engineer

This information is being submitted regarding items we discussed over the telephone.

WATER: Oregon Water Corporation does have a 4 inch line crossing the highway leading into the North Hills Trailer Court. This crossing is 1500 ± feet easterly of the proposed POE site. Laying a water line to the site would be a very minor construction. I discussed using this facility with Glen Bowen, Oregon Water Corporation Manager, and he said there was a possibility but prior to giving a definite answer they would need to know the maximum useage at the peak period.

Also regarding water I talked with the owners of the La Vista Motel, which is adjacent to the POE site. The motel has a well but the present owners do not know the depth.

SANITARY SEWER: Present business's in the area are on septic tanks. The nearest sanitary sewer system is 4400 ± feet easterly at Campus Drive leading to the hospital. It would require a pump station to reach this system.

A septic tank and drain field appears to be the most economical method to pursue. This would require a permit thru the local DEQ office.

OWNERSHIP: The Bend R/W Department will obtain this data.

cc: Region Office

I Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 23 1977
ROAD
DESIGN
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Requires Reply ☐
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Receiver Keep ☐
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Other

Copy to Gordon Ballard.

2854

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 3, 1977

FILE: MAI 12-11

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Klamath Falls
Port of Engry

TO: Adrian Olson
Road Design Section

The information you sent me shows 20 percent unplated; that does not mean that they do not have temporary permits. Almost all of this 20 percent would pay as they go and use permits instead of plates. PUC has a habit of overstating their case.

Our weighmasters have run this scale 24 hours a day for three days running and only come up with two or three illegal trucks.

Of course, we will continue to cite weight and size violators.

at most, 3 per hour - Vern Bush, Hamilton, etc. - Don't design for parking spaces for these - shouldn't conflict w/peak hour, etc to that point.

CMW:mr

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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8854

A-Eng. SB 5507

5 - 77

[2]

NOTED
H. S. COULTER

A BILL FOR AN ACT

Relating to the financial administration of the Public Utility Commissioner of Oregon; limiting expenditures; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Notwithstanding any other law, the following amounts are established for the biennium beginning July 1, 1977, as the maximum limits for the payment of expenses from fees, moneys or other revenues collected or received by the Public Utility Commissioner of Oregon, for the following purposes:

(1) Utility Program	$ 3,899,522
(2) Motor Carrier Program	
(a) Administrative expenses	$ 10,106,733
(b) Construction of Port of Entry at Klamath Falls	$ 760,000
(3) Rail-Air Program	$ 1,223,689

SECTION 2. Notwithstanding any other law, the following amounts are established for the biennium beginning July 1, 1977, as the maximum limits for the payment of expenses from federal funds received by the Public Utility Commissioner of Oregon, for the following purposes:

(1) Utility Program	$ 93,502
(2) Rail-Air Program	$ 191,199

SECTION 3. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act takes effect July 1, 1977.

Copy to Klaboe
Coulter
Versteeg

1859
ROBERT W. STRAUB
GOVERNOR

PUBLIC UTILITY COMMISSIONER
OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-6611

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

February 17, 1977

Mr. Lynn Frank, Budget Analyst
Executive Department
240 Cottage Street S. E.
Salem, OR 97310

Dear Lynn:

The Department of Transportation estimated that the Port of Entry at Klamath Falls would cost $760,000. Attached is our combined best estimate of the breakdown of this cost.

You will note that one of the major increases over the cost of the Port of Entry at Ontario is item number 11, "separate truck lane."

Sincerely,

Charles Davis

Charles Davis
Commissioner

RECEIVED
FEB 28 1977
DOT FINANCE BRANCH

jbw

Attachment

Fred -
Subcommittee action will reduce PUC transfer to Highway by ($160,000)

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

KLAMATH FALLS POE
Feb. 17, 1977

COST ESTIMATES

ITEM-		COSTS
1.	Right of Way - Land purchase- 8 acres @ $5,000	$40,000
2.	Drainage & Tiles	40,000
3.	Grading - leveling	50,000
4.	Surfacing - rock & asphalt strip- 200' wide by 800' long plus 500' ingress and egress tapers--	130,000
5.	Water well & accessories - no city water available	45,000
6.	Sanitation facilities - No city sewers available	35,000
7.	Left turn-in channels - Entry & exits from the southbound scales lane	70,000
8.	Lighting, signs, standards	51,000
9.	Building and foundations	75,000
10.	Rock, gravel and lot-parking surfaces	40,000
11.	Separate truck lane from POE to resolve traffic safety and grade problems-44,000 sq.ft & cy	110,000
12.	Engineering & contingencies allowance	74,000
	Total estimate without total field data to determine above quantities -	$760,000

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 25, 1977

Mr. Jack Kinstlinger
Executive Director
Colorado Department of Highways
4201 East Arkansas Avenue
Denver, Colorado 80222

Dear Jack:

Oregon embarked upon a Port of Entry program with the construction of a facility on Interstate 5 near the California border which opened in late December of 1974. This port operates on a 24-hour, 7-day week basis and has proven most successful.

We consider a port to serve three basic purposes. First, by requiring all trucks to enter the facility, an added degree of vehicle size and weight enforcement is achieved. Secondly, the port provides a means of detecting those truckers who are attempting, through various methods, to evade payment of weight-mile taxes. In addition, the port features a complete licensing and permit-issuing capability to serve the needs of the industry.

The effectiveness of our first port has been proven. It was constructed at a site where a weigh station only had been in operation. The size and weight violation rate for this scale had been 1.4 percent of all vehicles checked. Within a few months after the port was established and continuous weighing was conducted, the violation rate fell to 0.8 percent. More impressive, however, is the capture of weight-mile tax and licensing revenues which had previously been escaping us. In 1974 the State offices in the area now served by the port (open 8 a.m. to 5 p.m., 5 days weekly) collected $343,000 in revenues. With the port in its first full year of operation during 1975, $820,000 was collected. In 1976 the amount increased to $1,146,000. Construction costs for the port were $1¼ million and annual operating costs are about $300,000. I would add that statewide collections of tax and licensing fees increased only 2¼ percent from 1974 to 1975 and 9-3/4 percent from 1975 to 1976.

RECEIVED
DOT OPERATIONS

FEB 28 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. D. KLABOE

Last month we awarded a contract for a second port. This will be located on Interstate 80N near the Idaho border. From vehicle counts and plate checks, we expect to recover nearly the same amount of revenue as experienced with the I-5 port. We have lessened our design standards somewhat and, coupled with a nearly ideal location from a topographical standpoint, will result in the facility costing about $750,000.

We are also investigating possible sites for two additional ports. One would be on US97 near the California line and the other near the Washington line in the Portland area--either on I-5 or on the new I-205 route.

I would suggest that you or personnel from your department spend a day or two here in Oregon inspecting our site and visiting with Highway and PUC officials involved.

Sincerely,

Robert A. Burco
Director of Transportation

RPH:srb dn

bc: H. S. Coulter
R. P. Hamilton
F. B. Klaboe

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 22, 1977

FILE:

a Olson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway
Klamath County

TO: MEMORANDUM TO THE FILES

Instructions were received late February 16th that a firm cost estimate was needed for PUC by 8:00 AM February 17th. The indication was that anything over $700,000 would be questioned or rejected.

Field data is being gathered at the present time and a general layout has been prepared using the Farewell Bend site as a guide. Traffic data received from PUC has been reviewed and the parking area reduced to fit northbound trucks plus southbound trucks found in violation at the Pelican Scale.

No firm data exists to estimate the cost of the new site so it was compared to the Farewell Bend contract, adding or subtracting where appropriate.

Surfacing of the lot at Klamath Falls is about 44,000 ft.^{2} less; however, the climbing lane plus patching, etc., would approximately balance this. There would appear to be about 70,000 yards of excavation in the climbing lane and leveling the Klamath site to be added. Sewer and water would be an additional cost at the Klamath site and the right-of-way cost would also need to be added to the Farewell Bend contract costs. This brought the cost to $760,000.

Attached is a copy of the rough estimate sheet which was handed to Hardy Cave February 17, 1977. This apparently was to be used to include the POE in their budget. If this was acceptable, then it would not be necessary to go to the E Board to add this at a later date.

When data is available we will prepare a firm estimate of the cost of the Klamath Falls site. I have no idea whether this will be more or less then the attached.

ADO:jh
cc: F. B. Klaboe
Carl Williams
Bob Hamilton
Hardy Cave

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 23 1977
ROAD DESIGN SECTION

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Detailed Estimate $949,000 – [illegible] due to ~~[illegible]~~ No CTB in K Falls & Free CTB aggregate on Farewell Bend contract. ADO. 3/22/77

Ontario Contract $495,196^{00}$ use $500,000^{00}$
(PUC say 580,000 total)

K Falls - 44,000 sq. ft. less parking area
Climbing lane: 32,000 sq. ft. plus patching
edges existing, overlay, etc.
Should offset about even

Additional exc. 70,000 cy @ 1^{50} = $105,000^{00}$
Sewer and water $35,000^{00}$ add
$640,000^{00}$
12½% E&C $80,000^{00}$
$720,000^{00}$
R/W 40,000
\$ $760,000^{00}$

Office estimate - no field data to determine above quantities. (20 minute estimate)

adl. 2/17/77

Kloke

Klamath Falls
Port of Entry

Firm cost estimate by 8:00 AM

should be close to Ontario
Port of Entry costs?

Please have for me by 8:00

Hal

2000
10
2[illegible]00
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cl. lane
$100,000

Ole -

Haakenson of P.U.C. called -

6656 Cave wants estimate of K. Falls P.O.E. for Ways & Means Comm. no later than 9AM Thur. 2-17-77. Feels anything over $\$700,000^{\underline{00}}$ will be questioned or rejected outright.

88-1

FORM H1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 16, 1977

FROM: A. D. Olson
Preliminary Design Engineer

TO: Carl Williams
Region 4 Engineer

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Hwy.
(M.P. 272.3)
Klamath County

NOTED
E. S. HUNTER

As discussed by telephone we are having an uncontrolled aerial contour map made from the same photography as the mosaic that we sent you. If any substantial change in land form has been made since that was flown, please warn me since we will make our rough layout from this.

I understand that you will have your people cross section the site and along the highway through the limits of the suggested climbing lane and that a preliminary assessment will be drafted.

Since we may want to use Federal Aid for the eligible portions of the project the assessment should be submitted as soon as it is prepared so that an A-95 notification can be sent out. Enclosed is a copy of the assessment on Farewell Bend, for whatever value it may be to you. Anticipated truck traffic in a northerly direction using the site is estimated at 450 per day based on PUC data taken September 13-16, 1976. Apparently southbound trucks found in violation at the Pelican Scale will be routed here also and this has been estimated at an additional 15 per hour when that scale is operating in the peak truck hour.

Enclosed are prints of a layout which has been roughly copied from the Ashland and Farewell Bend sites. This was made up without benefit of any contours so there may be good reasons to change it but it should be a starting point for the assessment and for gathering field data.

Eventually we will need ownership data and property ties as well as current zoning information. Your earlier data indicated that water would probably be by drilling our own well and that a septic tank and drain field would probably be the sewage disposal method. These should be reviewed and a rough estimate made for hooking up to the City, if this is possible, in order to avoid those problems. A material source should also be identified after we get a handle on the quantities required.

Additional data will be supplied as we get it. If you have any comments or suggestions, please contact me.

ADO:jh
Enclosures
cc: E. S. Hunter
Bob Hamilton
Hardy Cave, PUC

RECEIVED
STATE HWY ENGR
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8857

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE February 2, 1977

TO Adrian Olson
Preliminary Design Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Port of Entry
Klamath Falls

I learned today that we have instructions from the Governor to build a Port of Entry for northbound traffic at Klamath Falls. Bob Hamilton was given the assignment to coordinate this effort but due to his current duties with the Legislature, will not have time to complete the assignment. Therefore, I would like you to take over his assignment and see to completion of the effort.

Development of the project will involve coordination with the PUC, our own Weighmasters, and the trucking associations. I expect that the development of this project is rather urgent and I would hope that a site could be selected and a layout completed by the first of March.

Please contact Bob Hamilton as soon as possible for assistance on getting started on the project.

ESH:ja

cc H. S. Coulter
Bob Hamilton
J. H. Versteeg
L. W. Rulien

8x54

bcc: Fred Klaboe
Scott Coulter
R. L. Schroeder
D. H. Moehring
Carl Williams
R. P. Hamilton

jv

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 8, 1976

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, OR 97310

F. B. KLABOE
NOTED

Dear Governor:

This is in further reference to the proposed construction of a Port of Entry at Klamath Falls.

The Public Utility Commissioner's staff has recently completed truck counts in the area. The percentage of trucks operating without PUC plates was surprisingly high. We had been hopeful that it would prove possible to utilize existing offices and truck scales at Klamath Falls to serve as a Port, thereby keeping costs to an absolute minimum. Additional staffing would have been the only major added cost. We now recognize this is not possible, as the existing facilities could not accommodate the volume of truck traffic indicated by the counts. Further, it would be impractical from a financial standpoint to enlarge the existing facilities to adequate standards.

What is needed is a new facility. This would be of less size than the Ashland Port and probably slightly smaller than the proposed Ontario Port, but terrain conditions at Klamath Falls are such that considerable earth moving would be required. I believe the cost of such a facility would be in the neighborhood of one million. We will continue with site investigation, preliminary design requirements, and will prepare a cost estimate. I will report to you again following this.

Incidentally, the Emergency Board has requested that the Port Planning Task Force delay their appearance before the Board, with respect to the proposed Ontario Port, until the August meeting.

Sincerely,

Robert A. Burco
Director of Transportation

cc: Charles Davis
Public Utility Commissioner

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JUL 8 '76
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1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 16, 1976

George Baldwin, Director
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear George:

Regarding your letter of April 12, I feel there should also be a mobile way station at the Klamath Falls entranc e. It should be scaled down, but it should be built. I think it will more than pay for itself.

Sincerely,

Bob

Robert W. Straub

RWS:mw

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APR 19 1976
OFFICE
DIRECTOR of TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Director of Transportation~~

~~SAM R. HALEY~~
~~Deputy Director~~

June 3, 1976

The Honorable Robert Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Bob:

In response to your note of May 25, here are answers to your questions on the status of the North Greeley connection for the Swan Island truck traffic and on the status of mobile weighing scales being considered for Klamath Falls and Ontario. A copy of a memo from Mr. Glen Green, Division Administrator for the Federal Highway Administration regarding FHWA's position on the North Greeley connection on Oregon I-5 is attached.

The City of Portland requested preliminary engineering to proceed with the development of plans for the Greeley ramp connection project stemming from a task force effort, approval by CRAG and scheduling of the work under the Urban Systems Program. The Highway Division disapproved the original request and the initial plans were modified to satisfy the Highway Division. The Highway Division then approved the City's request and submitted a request to FHWA.

The FHWA Division Office, in consultation with the regional and Washington, D. C., offices, disapproved the Highway Division's request. The reasons for the disapproval were safety and efficiency related to the I-5 freeway. The City of Portland requested a review of the decision by Secretary Coleman, U. S. Department of Transportation, based upon an analysis of the corridor by OSHD and the need for the development of Swan Island.

Secretary Coleman has advised the City of Portland that the FHWA decision has been reconsidered and that planning will be approved to determine the environmental and safety impacts of the proposed project. FHWA has approved the study of alternatives for providing access to Swan Island, including additional access points to the I-5 freeway. The attached FHWA memo speaks on this point.

RECEIVED
STATE HWY ENGR
JUN 4 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Hamilton

As far as the mobile weighing question, the Port of Entry planning task force appeared before the Emergency Board on May 27 to request funding for construction of the Ontario port. The subcommittee directed that consideration be given to having the port constructed and/or operated by private industry and the planning task force is to report back on this to the Emergency Board subcommittee next month.

Preliminary work is under way for a facility at Klamath Falls. The Highway Division has investigated several possible sites. At the present time, PUC is conducting vehicle checks in the area to determine an approximate percentage of vehicles which would require services provided by such a facility. When this is completed, the size and scope of the operation can be more closely determined and construction and operating costs can be estimated. By the first of July, we should have the site tentatively selected and a preliminary estimate of cost. We will keep you further informed as this Emergency Board review is completed.

Sincerely,

Robert A. Burco
Director of Transportation

Attachment

bc: Fred Klaboe
H. S. Coulter
Bob Bothman
Don Haakenson

RNB:RPH dn

88-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-11

Bend, Oregon 97701
May 11, 1976

FROM: Carl M. Williams
Regional Engineer

TO: F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT: Klamath Falls Port of Entry
The Dalles-California Highway

Attached is Mr. Gunter's report on five possible sites.

Site No. 1 seems to be far and away the prime choice. No R/W investigation to date, but R/W appears to be no problem and a minimal taking.

Site No. 2 has curvature, grade and sight distance problems, all of which could probably be overcome by proper grading. R/W was investigated; L. N. Gass is owner. He does not appear too receptive.

Sites 3 and 4 are just above water level and the sewage disposal problem would be almost insurmountable. R/W was investigated, see April 7 report.

Site No. 5 would require extensive grading to secure parking area and would be very expensive to develop. The sanitary and water problems would be costly. No R/W problem.

CMW:mr

enclosures

RECEIVED
STATE HWY ENGR

MAY 12 '76

REFER TO
Hamilton w/file

FOR

Info	Inves	R/D	D.R	Sign	Act	File
					✓	

NOTED
F. B. KLABOE

8854

FORM 81-734-3030

ROE RE RME RCE FAE
RTE RECEIVED ENV
FILE:
RUE MAY 11 1976 RDE
RSO REGION 4 RBE
ASSIGNED

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Klamath Falls
May 10, 1976

FROM: John L. Gunter
John L. Gunter
District Engineer

TO: Carl M. Williams
Regional Engineer

SUBJECT: Port of Entry
Klamath Falls
The Dalles-Calif. Highway
Klamath County

Per your request I submit the following information on four possible sites.

Site No. I - Priority No. I is located at the North Entrance to Klamath Falls.

OSHD currently has a wide right of way that a portion of could be used along with the purchase of an additional 100 - 150 feet from the abutting property owner's should be adequate to serve this facility.

Property Owners - La Vista Motel - Joe Victor. Asphalt Paving Co. - Gene Byrnes.

Zoning - La Vista Motel is zoned commercial. Asphalt Paving Co is presently zoned residential, application is pending to change to industrial. Anticipate no problem.

Electrical Power - Electric power is available and parallel to site. Estimated cost to hook up will be minimal.

Potable Water Supply - Only water supply would be by well. Estimated cost $3,000.00

Sewerage Disposal - Only method available and possible is septic tank and drain field. Unable to get information from DEQ regarding septic tank approval.

Two poles, mast arms and fixtures, are available for illumination.

This site would entail the least amount of excavation and embankment, has good sight distance, with easy access.

Site No. 2 - Priority No. 2 is located across the highway from the Pelican Scale.

Property Owner - Virginia R. West, 150 Catalina Drive, Space 40, Yuma AR 85364.

Zoning - Agriculture

Electrical Power - Electric power is available on property. Estimated cost of hook up will be minimal.

Potable Water - Only water supply would be by well. Estimated cost $3,000.00.

Sewerage Disposal - Only method available and possible is septic tank and drain field. Unable to get information from DEQ regarding septic tank approval.

Salvage items same as No. I.

This site would cost considerable more than No. I due to the amount of excavating, as the entire area is on about a 10% grade eastward, would also require sight distance and access improvement.

Sites 3 and 4 - Priority 3 and 4 are located just north of High Chaparral Restaurant. Near m.p. 270.4.

Property Owners - Undetermined as these parcels will not accomodate septic tank facilities and there are no other means of disposing fo sewerage. Also very poor location for access.

Site No. 5 - Priority 5 - This is the Modoc Scaling Station, would be excessive cost to construct the Port of Entry Facility.

Steep slope to provide adequate room would be very costly and when completed would be unsafe due to unstable rock above site. Excessive distance to travel for employees.

No electrical power. Estimated cost to provide power $12,000.

Would also require drilling a well for potable water and a big "maybe" if septic tank and drain field would be approved by DEQ.

Of the five (5) possible sites only one and two would be the most economical to develop. I recommend we make further study and try to purchase Site No. I.

JLG:tlc

Attachment

PORT OF ENTRY
KLAMATH FALLS
THE DALLES-CALIFORNIA HIGHWAY

SITE NO. 2

Photo No. 4 - View looking north shows property on east side of highway opposite South bound scaling staion. Property is owned by Virginia R. West, 150 Catalina Drive Space 40, Yuma, AR 85364.

4.

PORT OF ENTRY
KLAMATH FALLS
THE DALLES-CALIFORNIA HIGHWAY

SITE NO. 3

Photo No. 5 - view looking north shows property on East side of Highway. Owners not known at this time.

SITE NO. 4

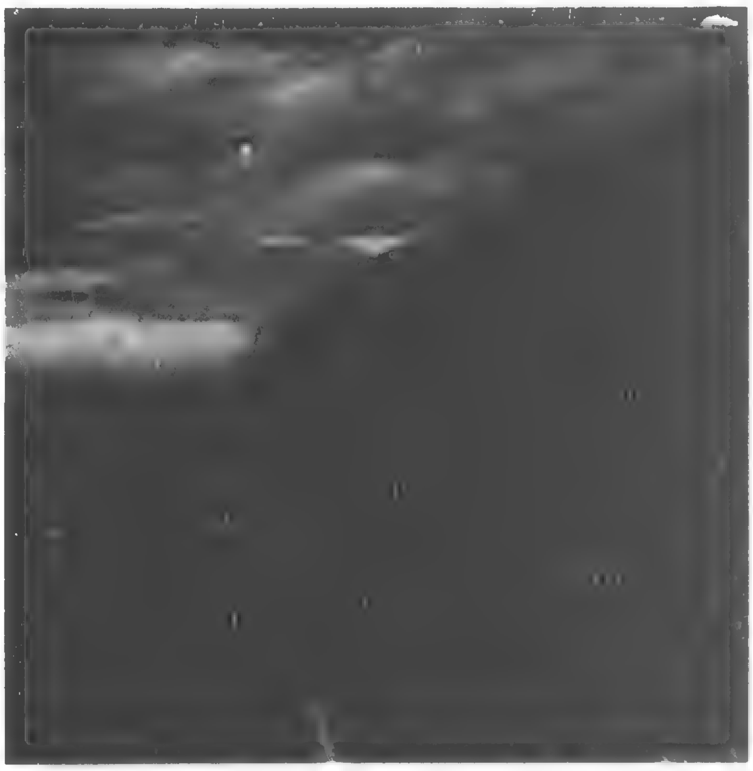
NO PHOTOGRAPHS TAKEN - Property is owned by L. N. Gass, Rt. 3 Box 1404, Klamath Falls, OR

PORT OF ENTRY
KLAMATH FALLS
THE DALLES-CALIFORNIA HIGHWAY

SITE NO. 5

Photo No. 6 - View looking North shows existing Modoc Point Scaling station on east side. Note steep mountain slope.

6.



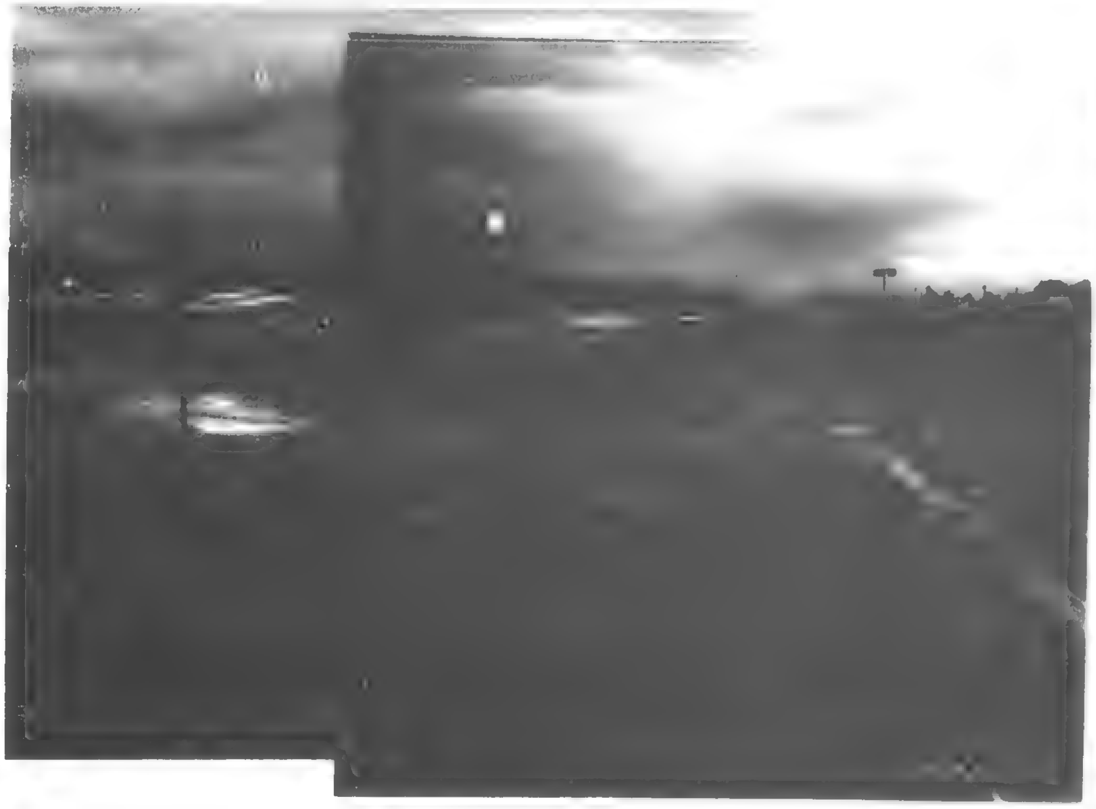
PHOTO'S
PORT OF ENTRY
KLAMATH FALLS
THE DALLES-CALIFORNIA HIGHWAY

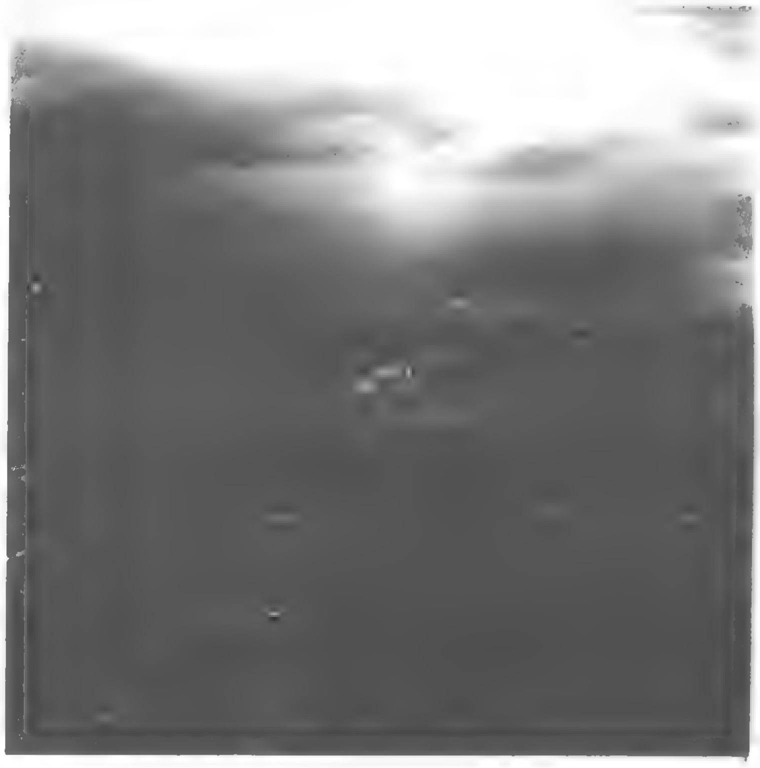
SITE NO. I

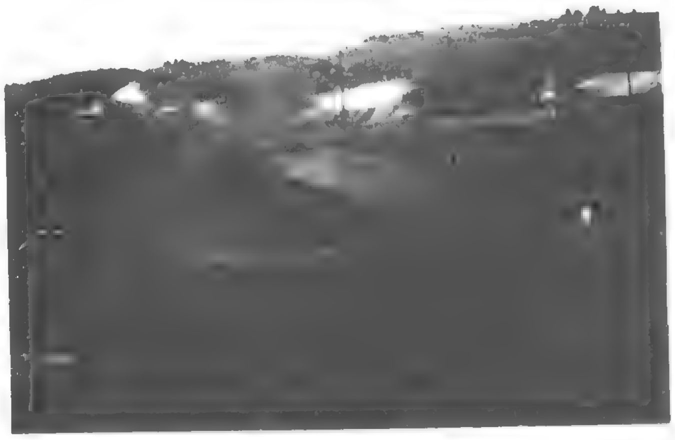
Photo No. I - View looking North shows property on east side of highway. La Vista Motel (Joe Victor) and Asphalt Paving Co. (Gene Byrnes) owners.

Photo No. 2 - View looking south shows same property as Photo No. 1.

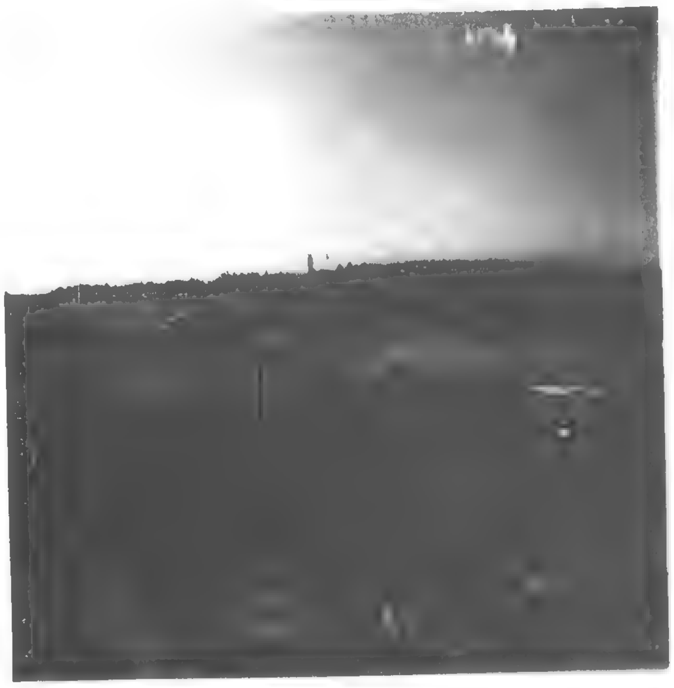
Photo No. 3 - View looking south from approximate location where vehicles would return to highway.



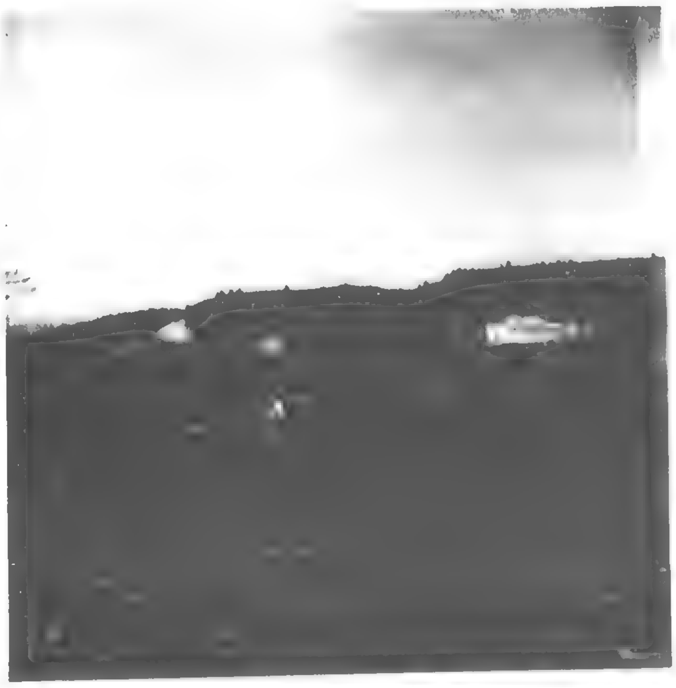




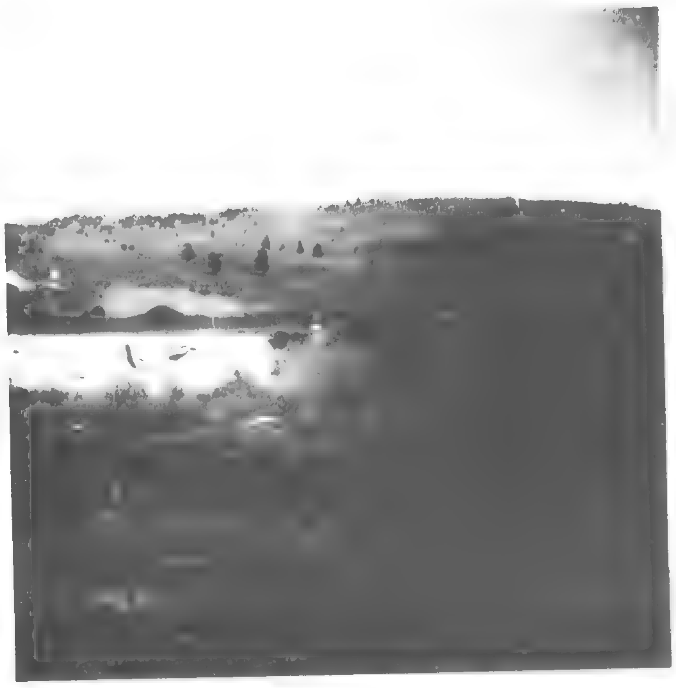
View of Proposed Site from
400 ft. back on line.



View N. E. from Sta. 58

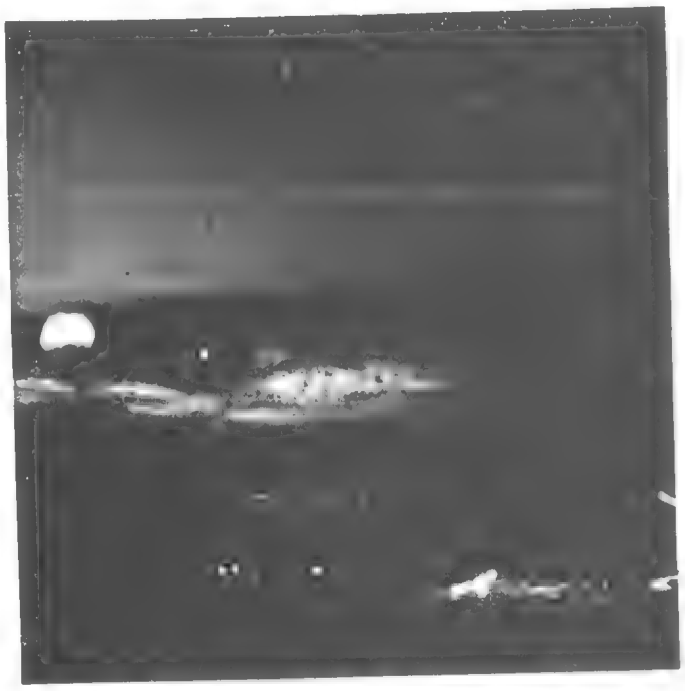


Existing Highway. View N. W.



Proposed Site. View N.E. from Sta. 61

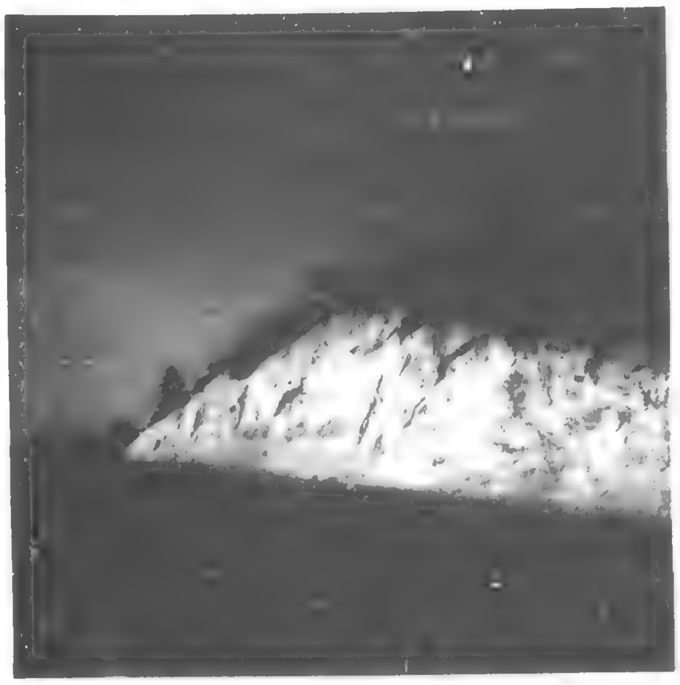
View ahead on line from Sta. 65+50



View N.E. of proposed site.

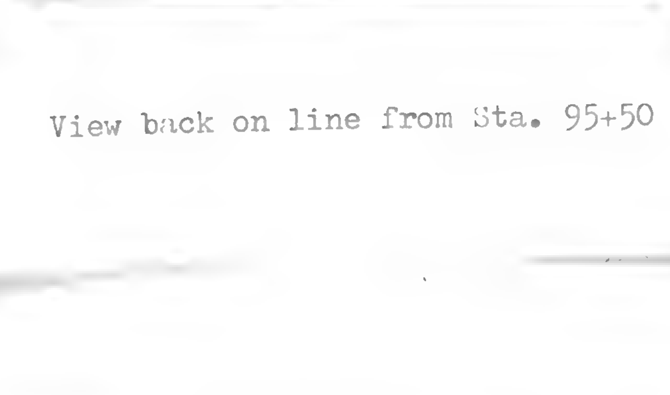
View N. W. from Sta. 71

View N.E. of Hot Plant

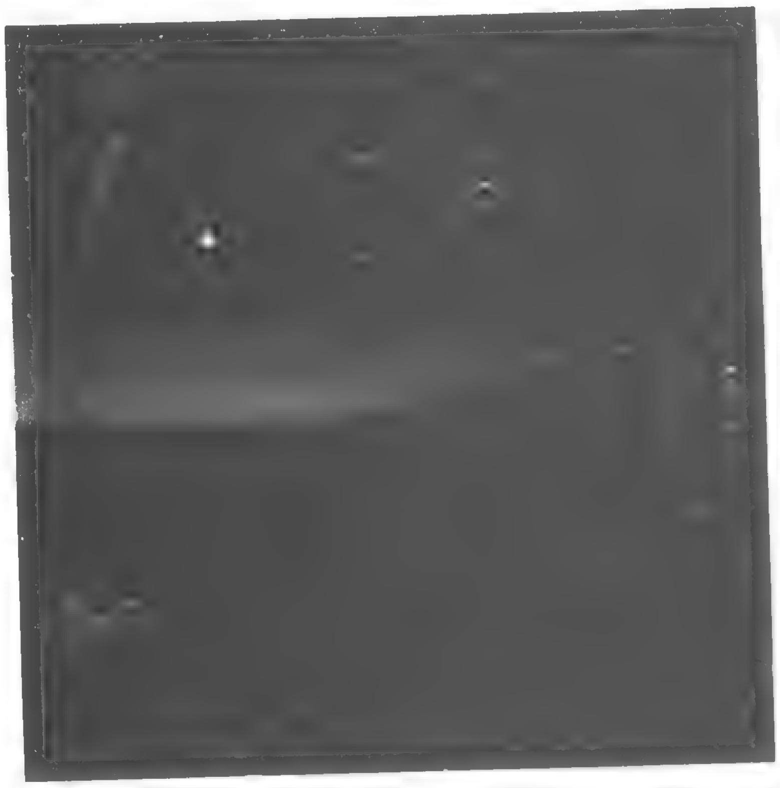


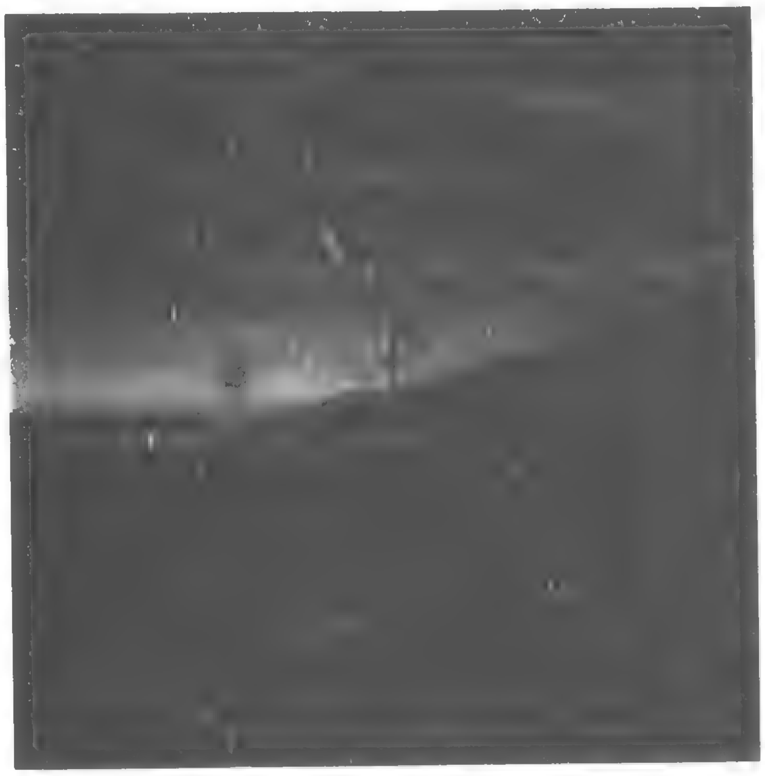
View of existing cut area from Sta. 80

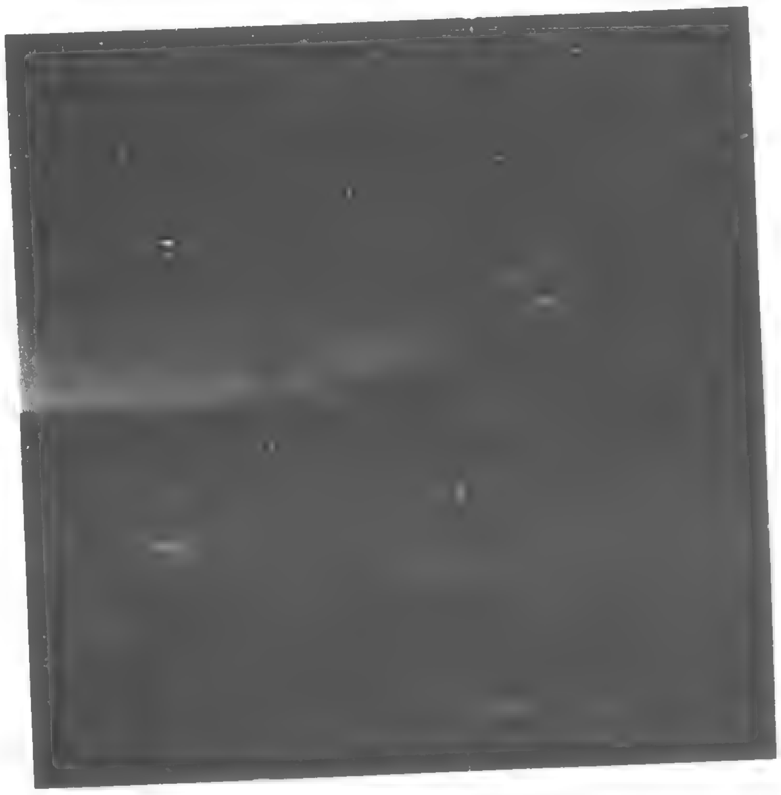
View ahead on line from Sta. 83

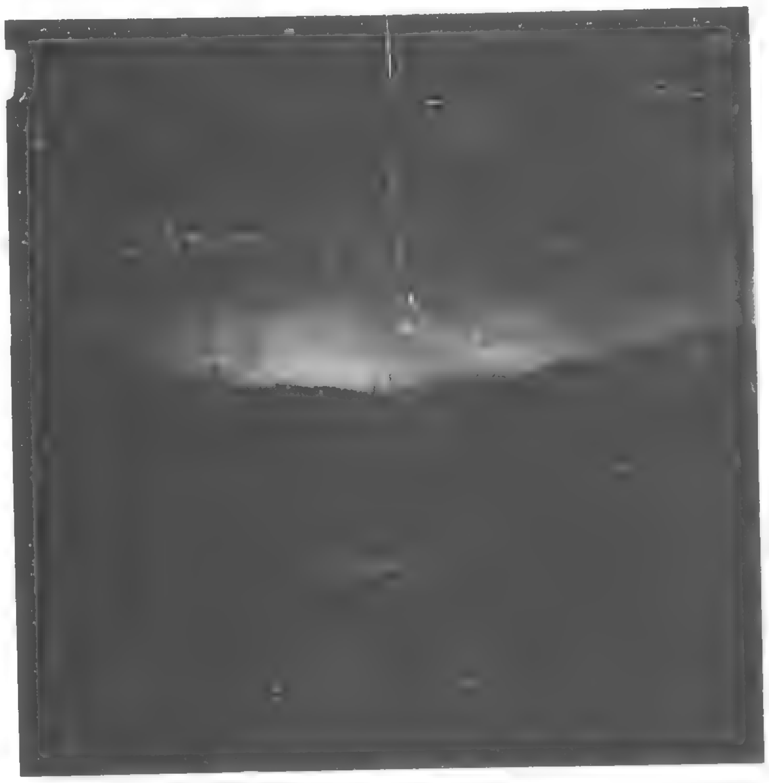


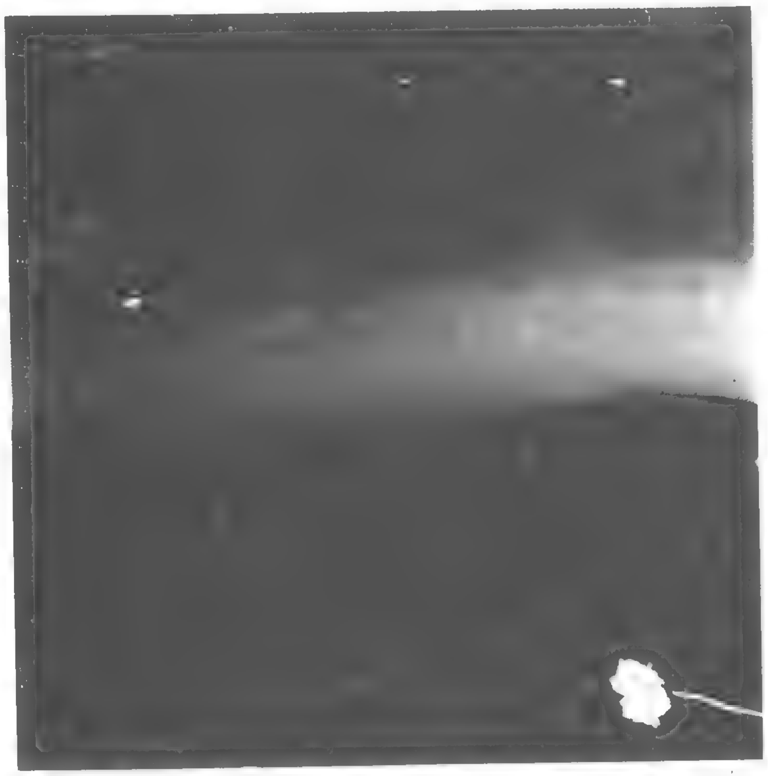
View back on line from Sta. 95+50

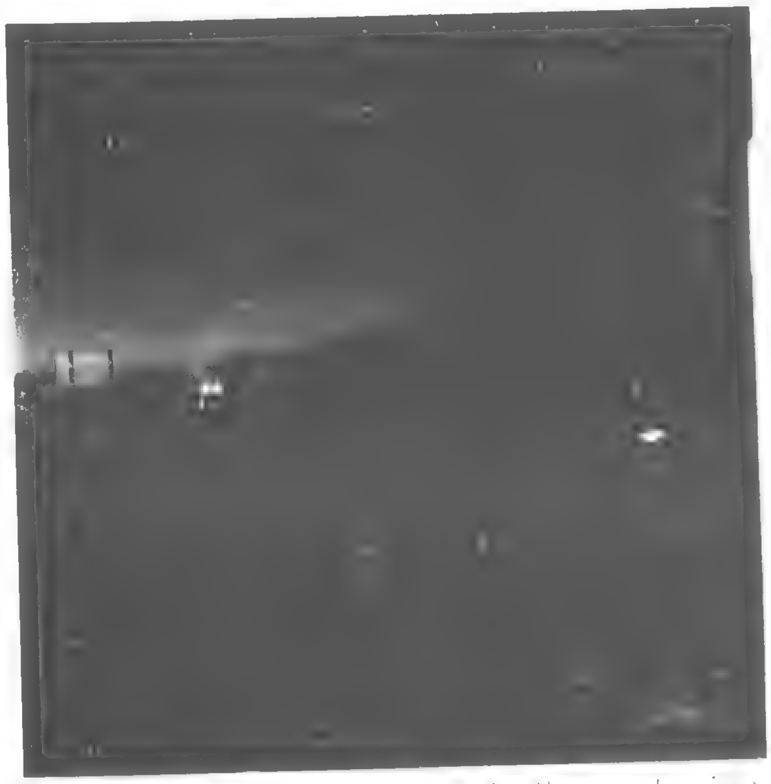












FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE April 21, 1976

TO Carl M. Williams
Regional Engineer - Bend

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Klamath Falls Port of Entry
The Dalles-California Highway

I believe you are aware that some thought has been given to construction of a Klamath Falls Port of Entry. We have now been instructed to proceed with planning for such a project.

You have a preliminary Right of Way report from Harold Brainerd, dated April 7, which discusses two possible sites for the port. Please investigate these sites along with any other location you may consider feasible and provide me with your recommendation. Preliminary information would indicate the site should be five acres minimum to accommodate truck parking and scale-office areas. This is excluding acceleration/deceleration lanes.

In view of our budget conditions, it would be imperative that construction costs be held at an absolute minimum. This will reflect both in construction standards and in size of the facility.

We will need information concerning the following:

1. Does zoning present any problems?
2. Availability of electrical power and cost to bring 120/240 service to site.
3. Potable water supply. Costs of well if that is only source.
4. Sewerage disposal possibilities and costs. If septic tank and drain field is the only practical solution, would there be any problems with governing authorities?
5. Availability and type of salvaged poles, mast arms, and fixtures for illumination of ramps and parking areas.

I would expect the facility would be so located that the existing northbound scale near Modoc Point could be removed. Scale mechanism, signing, and illumination units would be salvaged for use at the port. The southbound truck scale at North Klamath Falls would remain in use.

Please provide the requested information by May 7. Since there is no fund set up for this study, you will have to absorb the cost.

bc: E. S. Hunter
H. S. Coulter
D. H. Moehring
J. H. Versteeg
J. B. Boyd
R. P. Hamilton

RPH:dc dpy

8154

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

1490-K

April 21, 1976

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor:

In compliance with your instructions, we are proceeding with planning for a Port of Entry at Klamath Falls. We have done some preliminary site investigation and have a tentative location in mind.

Some traffic studies need to be made in order to more closely determine the size and scope of the operation. This, and the determination of a cost estimate, will be completed within the next few weeks.

Sincerely,

George M. Baldwin
Director of Transportation

cc Bill Siebert

bc Robert A. Burco
F. B. Klaboe
R. P. Hamilton

RPH:dc fn

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sig	Act	File

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 16, 1976

George Baldwin, Director
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear George:

Regarding your letter of April 12, I feel there should also be a mobile way station at the Klamath Falls entrance. It should be scaled down, but it should be built. I think it will more than pay for itself.

Sincerely,

Bob

Robert W. Straub

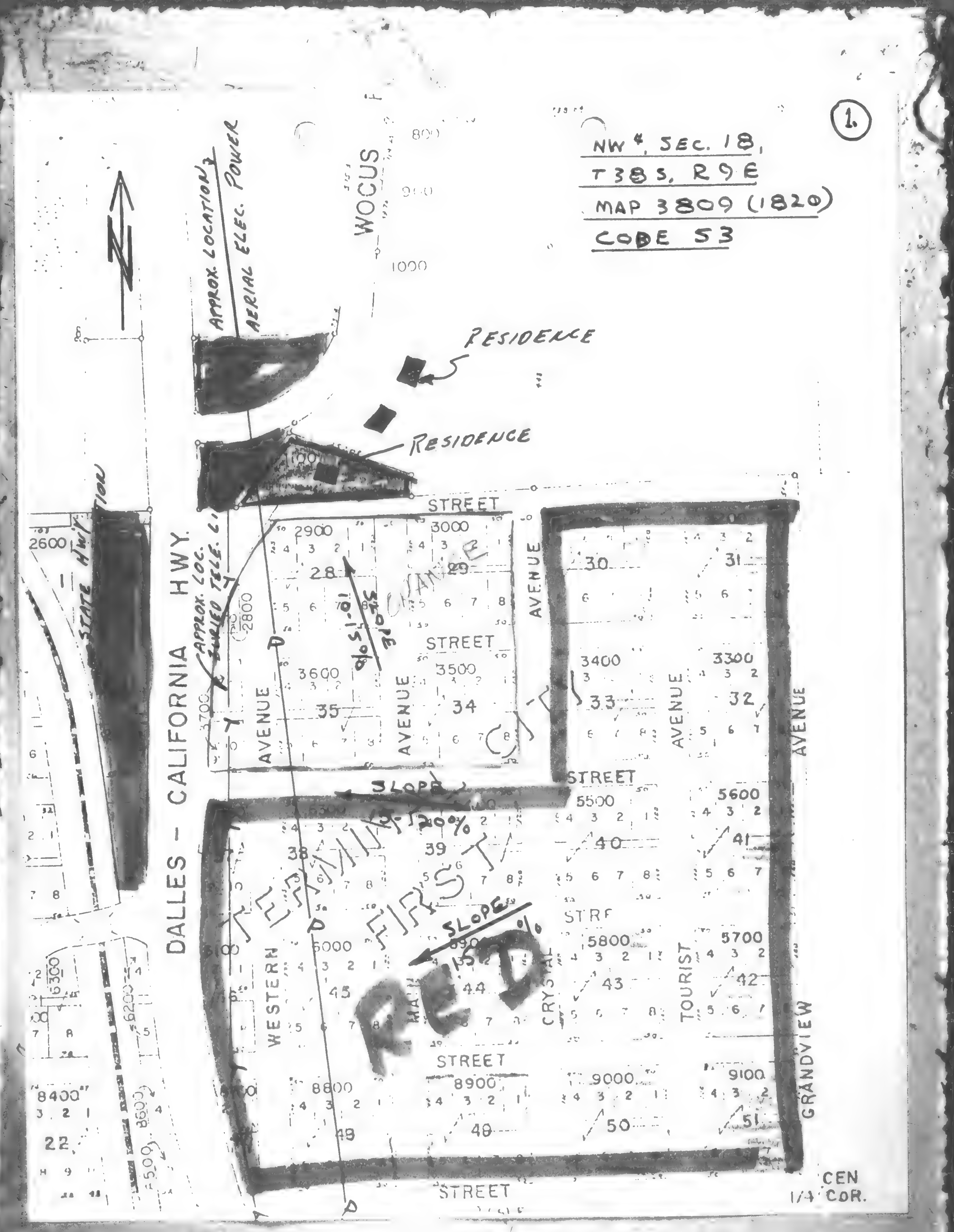
RWS:mw

[illegible] VED
[illegible] HWY ENGR
APR 19 '76
REFER TO
FOR

RECEIVED
APR 16 1976
OFFICE
DIRECTOR of TRANSPORTATION

①

NW ¼, SEC. 18,
T38S, R9E
MAP 3809 (1820)
CODE 53



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RESIDENCE
STATE HWY ...TION
DALLES - CALIFORNIA HWY.
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31
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AVENUE
AVENUE
AVENUE
AVENUE
STREET
SLOPE 15-20%
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5500
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38
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41
TERMINAL
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SLOPE 15%
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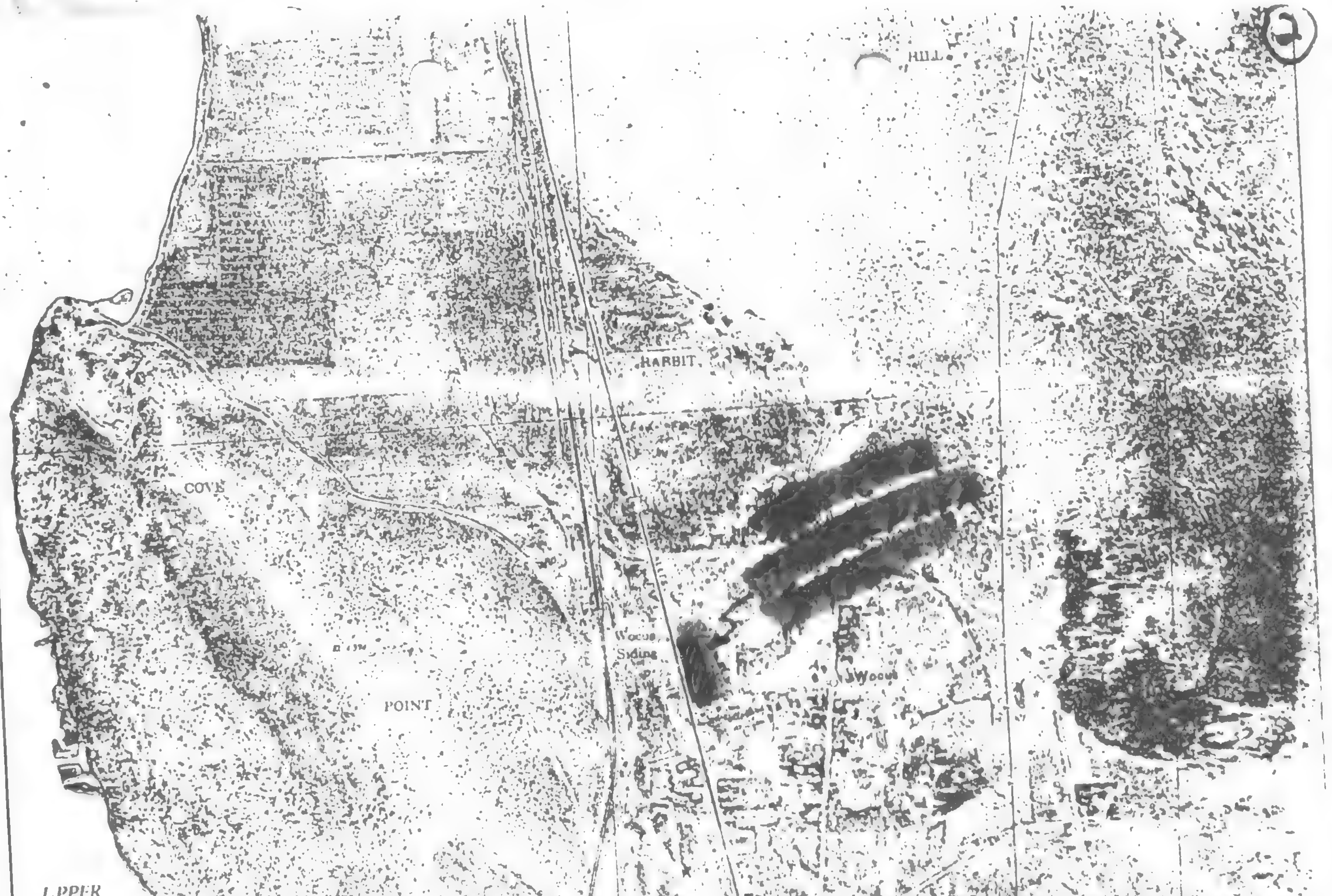
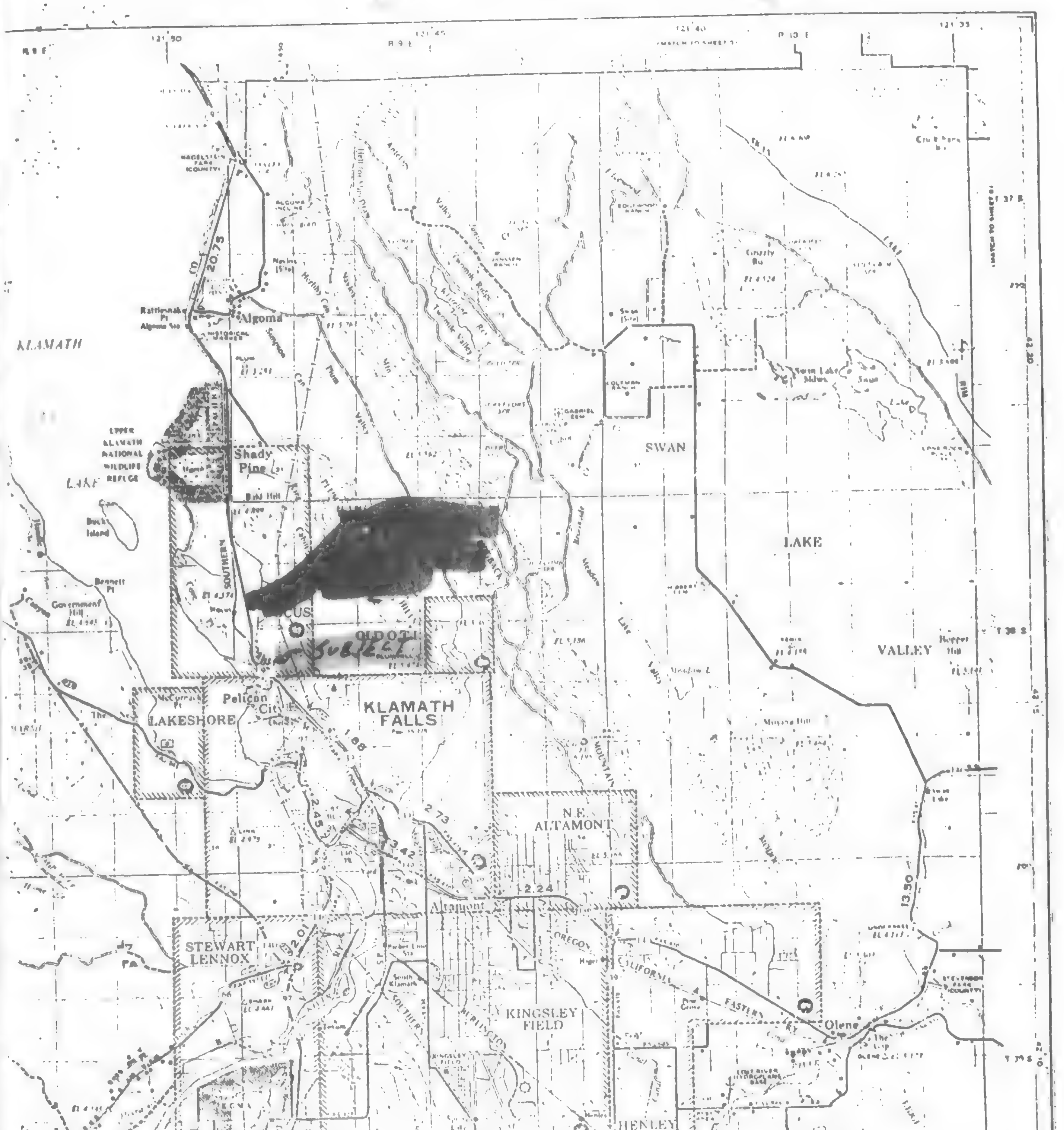

HILL
HABBIT
COVE
Wocus Siding
Wocus
POINT
UPPER
SUBJECT
KLAMATH
Terminal City
KLAMATH FALLS
LAKE
WOCUS

SEMI-CONTROLLED PHOTO MAP FROM AUGUST 1970 AERIAL PHOTOGRAPHY

Copies of this map are available at nominal cost from Oregon State Highway Division [illegible]

③


KLAMATH
LAKE
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Rattlesnake Pt
Algoma
Shady Pine
Bucks Island
Bennett Pt
Government Hill
SUBJECT
OLD O.T.I.
SWAN
LAKE
VALLEY
Hopper Hill
Pelican City
LAKESHORE
KLAMATH FALLS
N.E. ALTAMONT
Altamont
STEWART LENNOX
KINGSLEY FIELD
OREGON CALIFORNIA & EASTERN
Olene
HENLEY
FALCON HEIGHTS
MIDLAND
SOUTHERN
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 19, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Port of Entry
I-80N, Farewell Bend, Baker County

At the October 28, 1975 Commission meeting, I reported to you concerning a proposal by the Public Utility Commissioner to construct additional Ports of Entry. The proposal was to construct such facilities in the Ontario and Klamath Falls areas. Based upon our experience with the Ashland Port we had estimated construction costs at $1¼ million and annual operating costs at $200,000 to $300,000 for each port. Notwithstanding the advantages of a port from the standpoints of additional P.U.C. tax recovery, vehicle safety enforcement, and size/weight law compliance, I felt compelled to recommend against supporting the proposal, at least until our financial picture brightened. The Commisison concurred in this.

During recent months, in compliance with directives from the Governor's office, we proceeded with an investigation toward a port facility of minimum scope and capability. Our investigation centered upon the Farewell Bend area on I-80N, approximately 23 miles north of Ontario. We have selected a site there which offers the least bypassing possibilities.

The site will require only a small amount of earth moving and off-on ramps from an existing interchange can be utilized. These features coupled with minimum construction standards will allow a very basic facility, but adequate for present needs, to be constructed for approximately $560,000. Adequate property would be acquired to provide for future expansion as may be needed.

Former Governor McCall had appointed a Port of Entry Planning Task Force consisting of representatives from Highway, State Police, P.U.C., and Motor Vehicles, with a budget analyst from the Executive Department as chairman. I attended a recent meeting of this group and learned that the first year of operation at the Ashland Port produced over $430,000 after deducting operating costs.

Although a port at Farewell Bend would encounter a lesser volume of truck traffic than is experienced at Ashland, P.U.C. studies indicate a higher violation rate can be expected for trucks entering from Idaho, possibly to the extent that road tax revenues recovered may equal that at Ashland. For these reasons, it would be desirable to operate the proposed port on a 24-hour, seven-day basis. Staffing costs for the necessary Highway, Motor Vehicle, and P.U.C. employees is estimated at $250,000 annually.

The Planning Task Force voted in favor of the Farewell Bend project and will request approval and funding from the Emergency Board at the Board's May 13-14 meeting. If the project is approved, we would anticipate completion by next January.

bc George M. Baldwin
Robert Burco
E. S. Hunter
H. S. Coulter
R. L. Schroeder
D. H. Moehring
Walt Hart
Hal Versteeg
C. T. Keasey
L. E. George
W. E. Schwartz
V. E. Skoog
Ralph Sipprell
Fred Miller
R. P. Hamilton

RPH:dc dpy/ms

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, OR 97701

FILE:

April 6, 1976

Frank King

FROM: Frank King
Right of Way Agent

SUBJECT: Preliminary data on Proposed Port of Entry Site at M. P. 271.4±, East Side of The Dalles-California Highway

TO: Harold C. Brainerd
Regional Right of Way Supervisor

The attached map (1) shows ownership in the subject area as follows:

1. Area in orange: Tax Lots 2800, 2900, 3000, 3500, 3600, and 3700. Land owner is Virginia R. West, 150 Catalina Drive, Space 40, Yuma, Arizona 85364.

2. Area in blue: Tax Lots 2700, 1200 and 1300. Land owner is State of Oregon.

3. Area in purple: Tax Lot 1100. Land owner is Wm. Castle, Rt. 3, Box 1022, Klamath Falls, Oregon 97601.

4. Area in red: Tax Lots 3100, 3200, 3400, 3300, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 8700, 8800, 8900, 9000, and 9100. Land owner is L. N. Gass, Rt. 3, Box 1404, Klamath Falls, Oregon 97601.

The subject area is outside the city limits of Klamath Falls. Zoning is agricultural.

All ownerships on the east side of the highway are vacant land, except Tax Lot 1100. Improvement on this ownership is a modern, good quality single-family residence.

Assessed values are based on 1974 valuation. Interior values are on a block basis, as Tax Lots 2900, 3600, 5300, etc.; assessed values are $800.00 per tax lot. Assessed frontage values are as follows: Tax Lot 2800 - $50.00, Tax Lot 3700 - $250.00, Tax Lot 5200 and 6100 - $500.00, Tax Lot 8700 - $300.00.

There are no public sewer or water systems in this area; the nearest connection for water is approximately 3/4 mile southwest. User pays installation costs, estimated at $5.00/ft. by water company. A private well would appear more reasonable, if water is necessary to the proposed development. There is no feasible way to connect to sewers.

Terrain over the general site area is medium to steeply sloping upward to the east. Estimated grades range from 10 to 20%+. The present highway runs through a cut section on the east side, approximately through the length of the weigh station site. Maximum bank height is 8 to 10 feet. Subject site is located on the inside of a long, horizontal curve and, also, near the top of a vertical curve downward, proceeding north. Adequacy of sight distance needs to be considered for any type of development.

The property owned by Mr. Gass is now listed by him for lease. I contacted Mr. Gass as to price; however, as I could discuss nothing more definite than that it was being looked at as a possible public agency site, he declined to discuss the price. He is looking at commercial use, possibly a motel-restaurant development. He did say that he would discuss possible other uses, if and when the public agency plans are more definite.

Virginia West is an out-of-town owner and was not contacted. Mr. Gass did mention that there is a two-acre site on the west side of the highway, with highway frontage, about 3/4 mile southerly of subject, now available and listed at $10,000.00 for the site. This site is potentially better than subject, but the listed price should mark the upper limit range in value, in respect to subject.

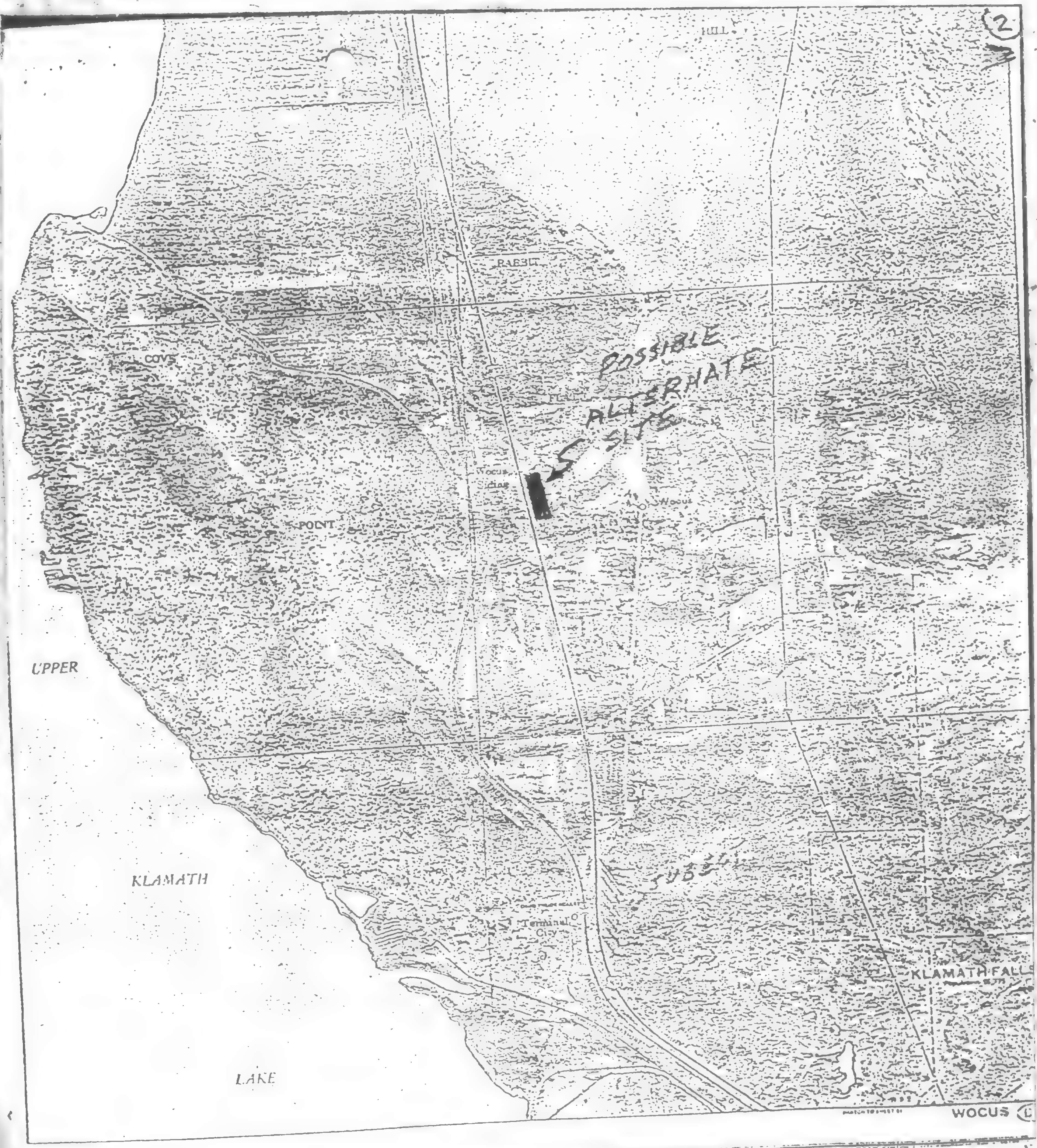
A possible alternate site was located approximately 3/4 mile north of the proposed site, at M.P. 270.5, east side. Attached maps (2) and (3) indicate vicinity and neighborhood. This site has a potential frontage of approximately 500± feet, lies somewhat below highway grades and would require some fill for development. Zoning is C-5 Commercial. This site lies on a long tangent, with good sight distance. There are old real estate "For Sale" signs at either end of the site; however, further inquiry will be needed to determine if the site is presently available. The owner of record is Donald Vanderhoff, of 1814 Carlson Drive, Klamath Falls.

FK:eh

Attachments

cc J. B. Boyd

(2)


HILL
RABBIT
COVE
POSSIBLE ALTERNATE SITES
Wocus Siding
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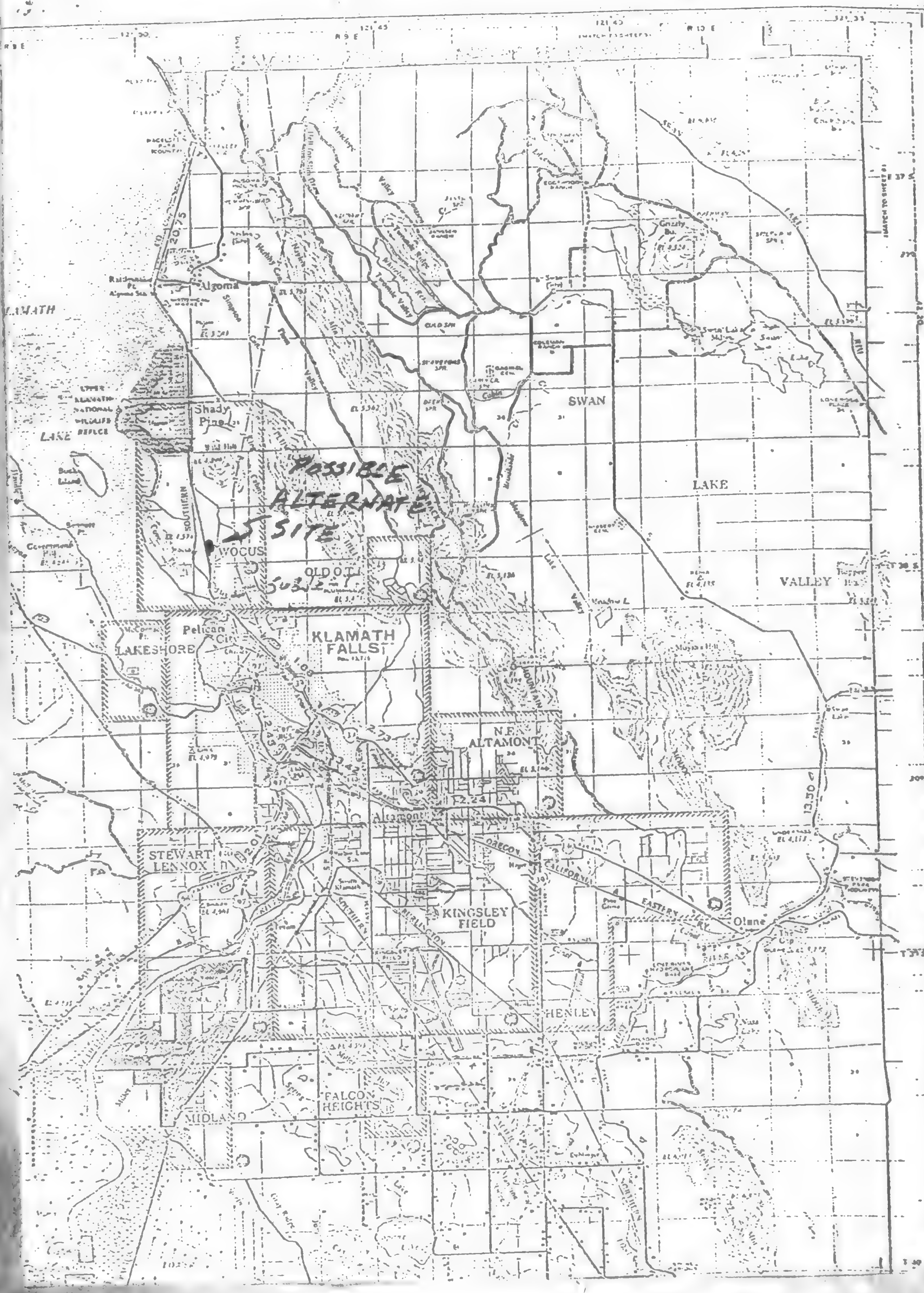
POINT
UPPER
KLAMATH
LAKE
SUBST
Terminal City
KLAMATH FALLS
WOCUS

Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon 97310



R 9 E
R 10 E
KLAMATH
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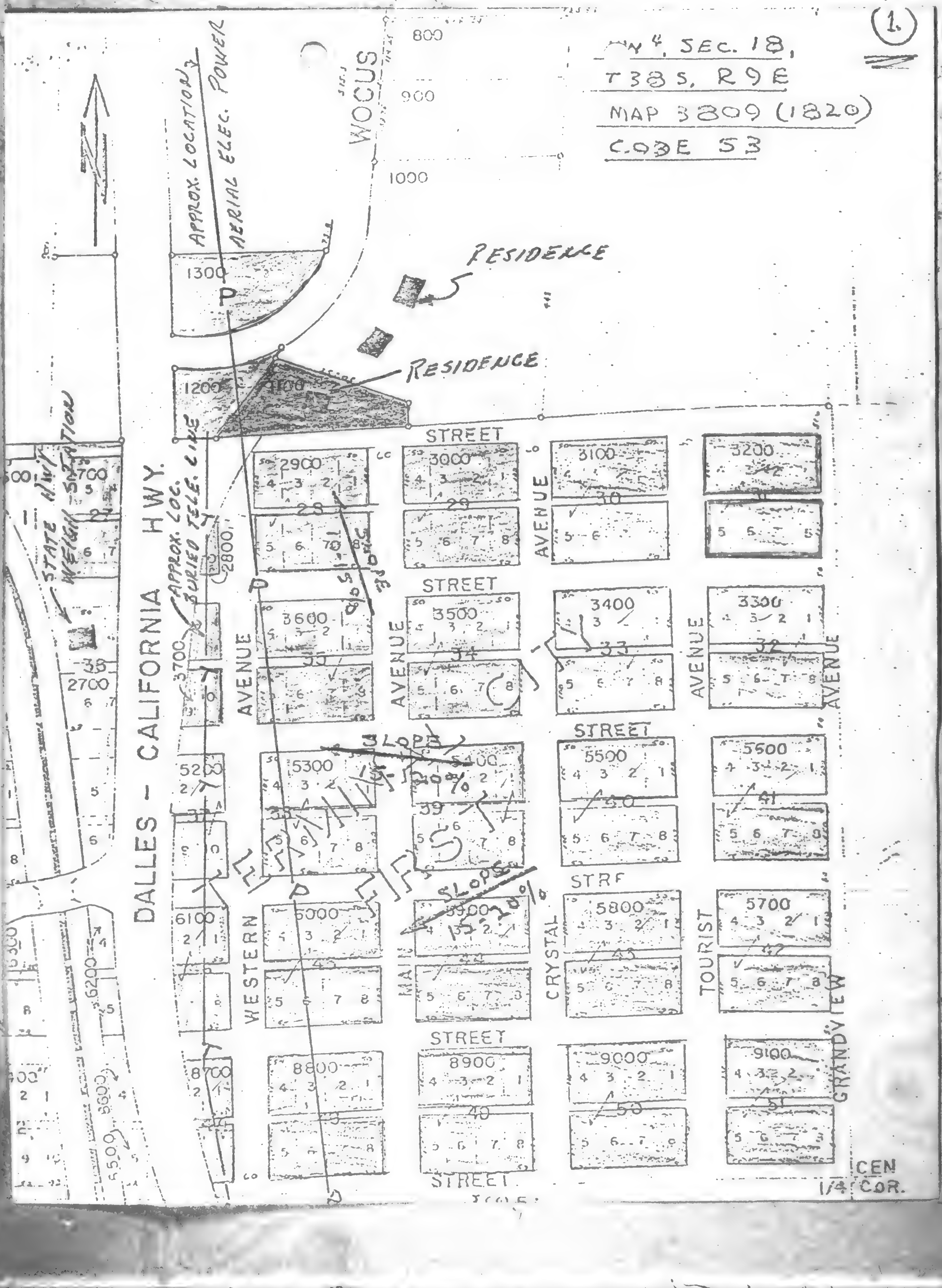
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
LAKE
Shady Pine
SOUTHERN
WOCUS
OLD O.T.
SWAN
LAKE
VALLEY
Pelican City
LAKESHORE
KLAMATH FALLS
N.E. ALTAMONT
Altamont
STEWART LENNOX
OREGON
CALIFORNIA
EASTERN RY
KINGSLEY FIELD
Olene
HENLEY
FALCON HEIGHTS
MIDLAND

POSSIBLE ALTERNATE SITE


①
NW¼, SEC. 18,
T38S, R9E
MAP 3809 (1820)
CODE 53
WOCUS
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APPROX. LOCATION, AERIAL ELEC. POWER
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RESIDENCE
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1200
1100
P
STREET
2900
3000
3100
3200
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29
30
2700
27
2800
STATE HWY. WEIGH STATION
APPROX. LOC. BURIED TELE. LINE
DALLES - CALIFORNIA HWY.
AVENUE
STREET
3600
3500
3400
3300
35
34
33
32
3700
2700
38
SLOPE
SLOPE 15-20%
STREET
5200
5300
5400
5500
5600
39
40
41
37
STREET
SLOPE 15-20%
6100
6000
5900
5800
5700
45
44
43
42
6300
6200
WESTERN
MAIN
CRYSTAL
TOURIST
GRANDVIEW
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8700
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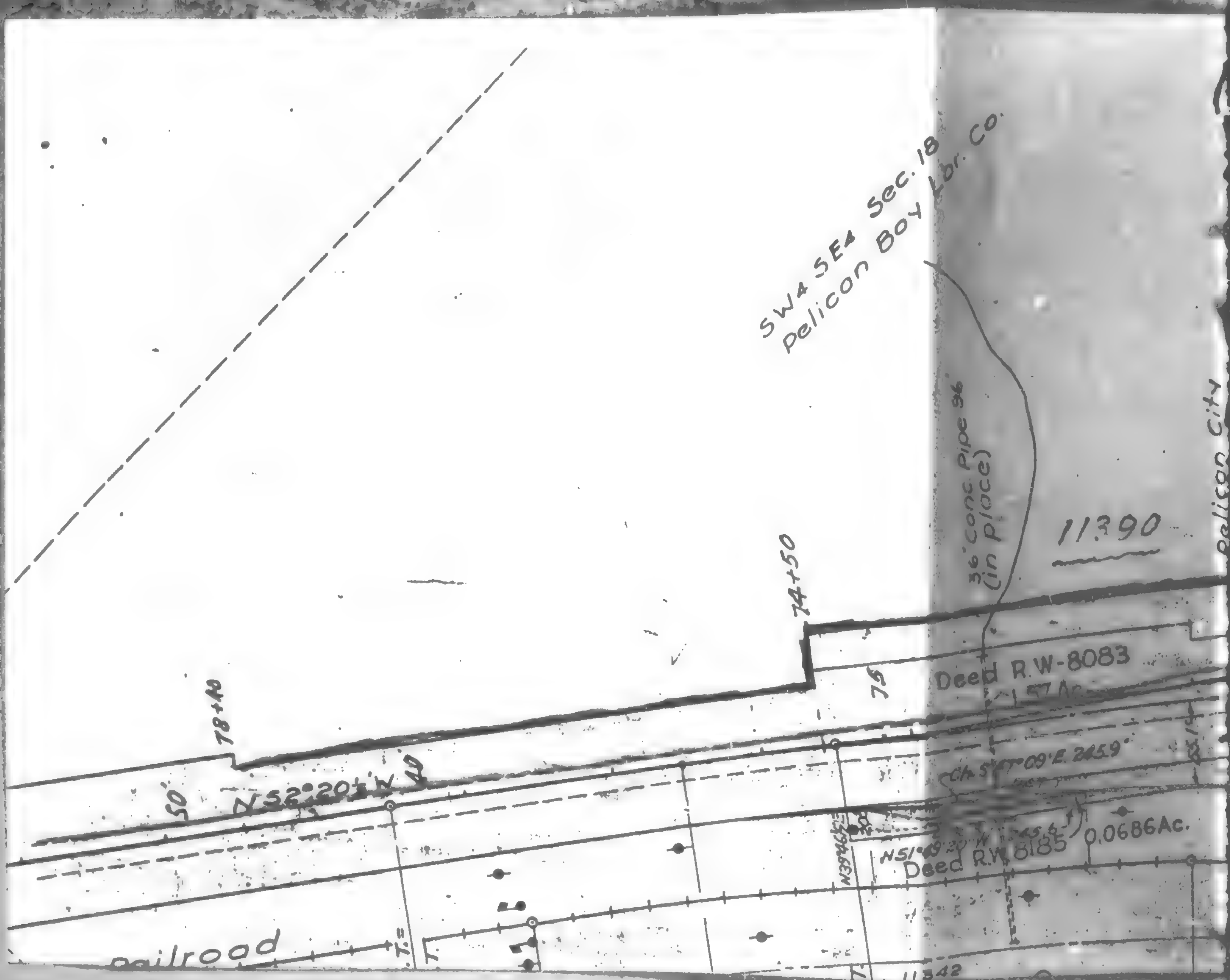
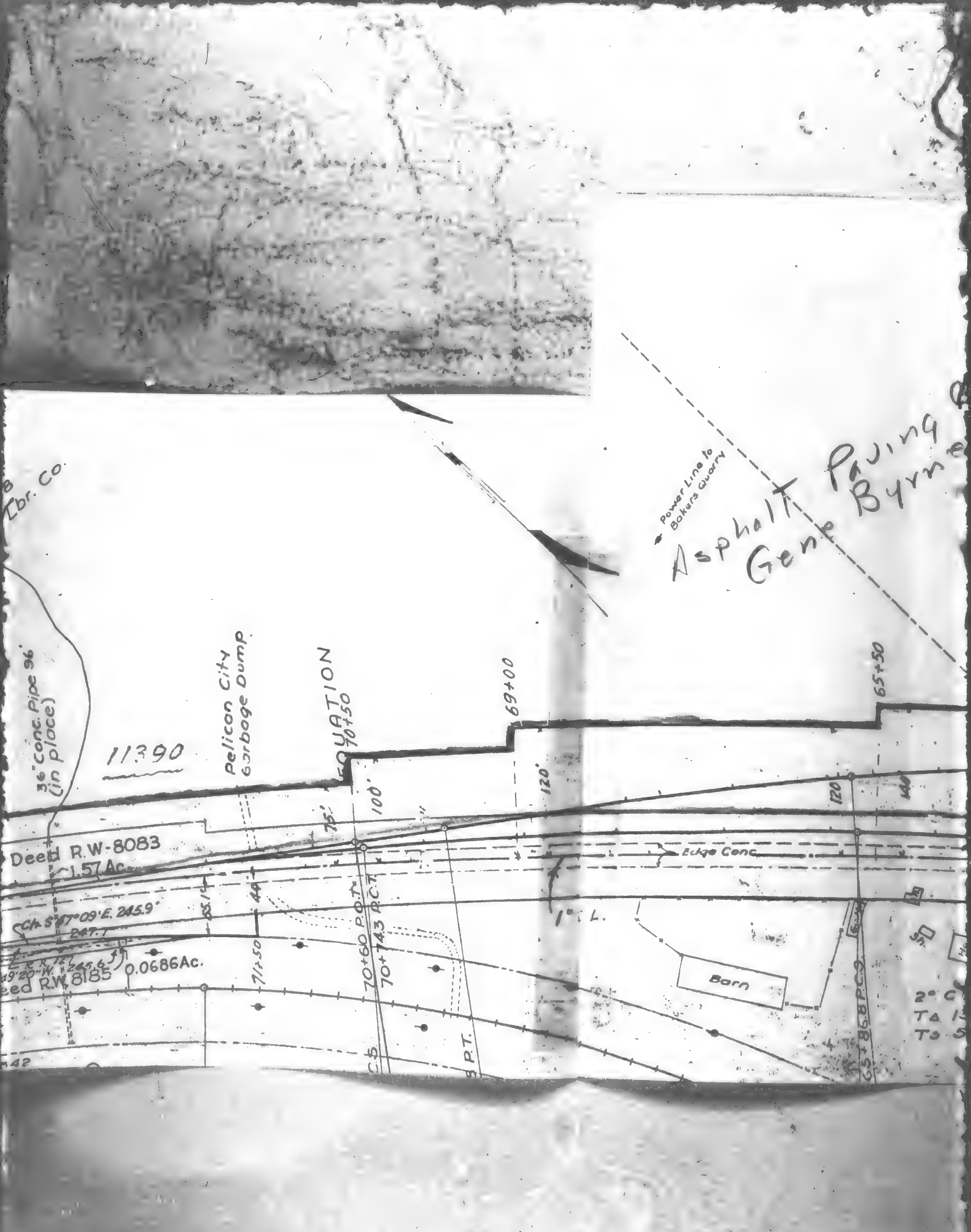
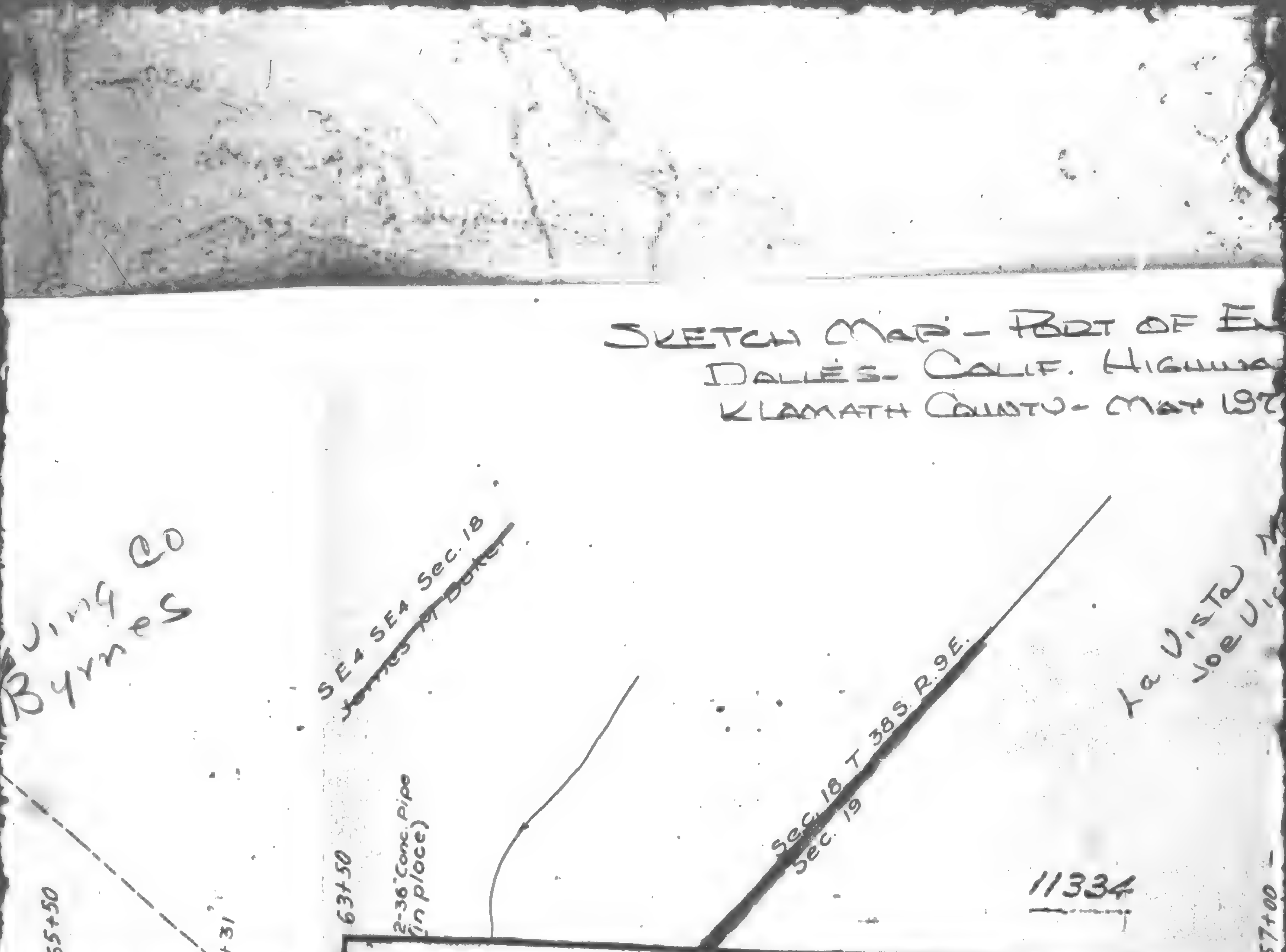
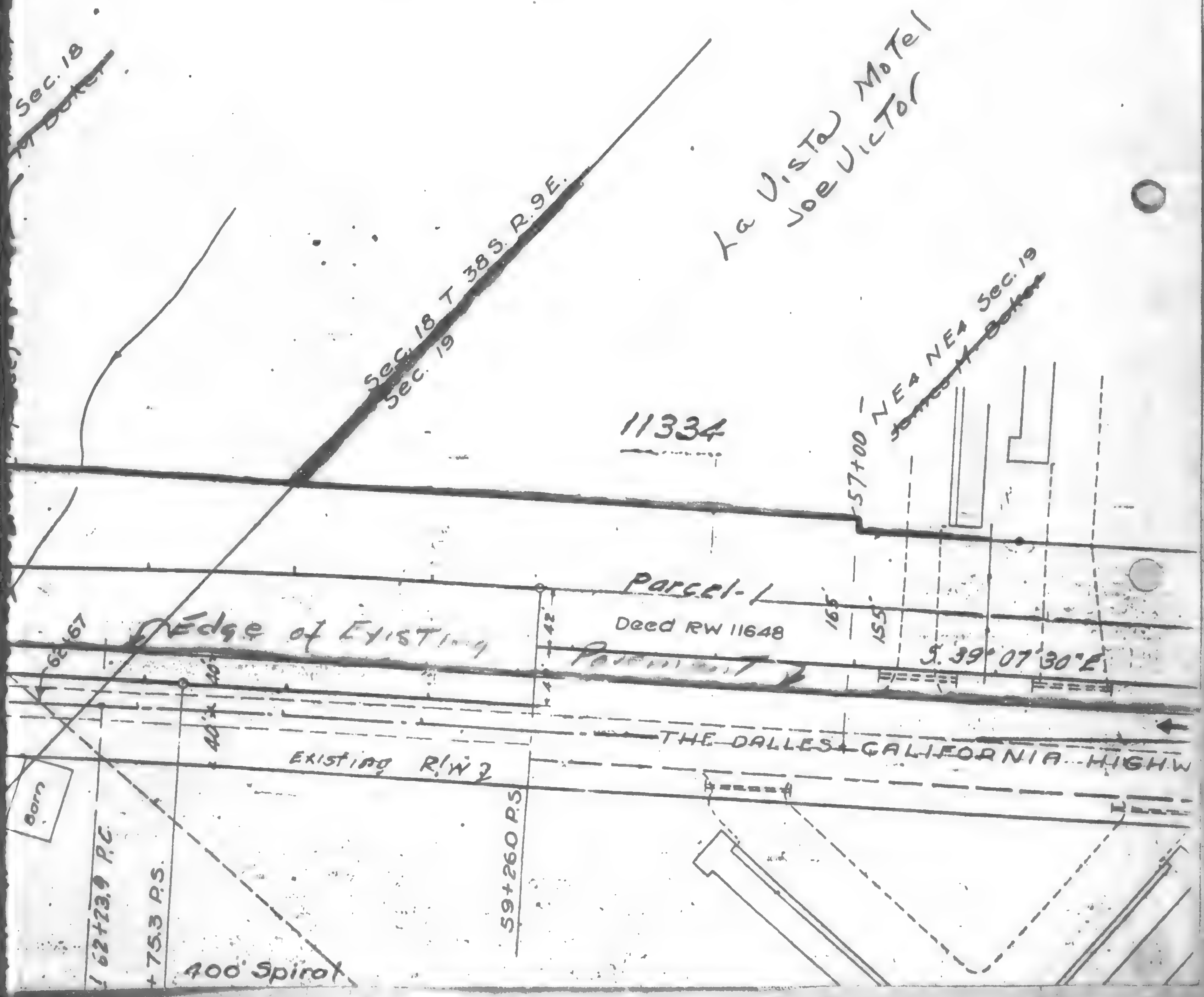

SW¼ SE¼ Sec. 18
Pelican Bay Lbr. Co.
36" Conc. Pipe 36
(in place)
11390
Pelican City
74+50
75
78+10
50'
N 52°20½' W
Deed R.W-8083
1.57 Ac.
Ch. S 51°09' E. 245.9'
N 51°09'20" W
Deed R.W. 8185
0.0686 Ac.
Railroad
11342

Lbr. Co
Power Line to Bakers Quarry
Asphalt Paving
Gene Byrne
36" Conc. Pipe 96' (in place)
Pelican City Garbage Dump
EQUATION 70+50
69+00
65+50
11390
75'
100'
120'
120
Deed R.W-8083
1.57 Ac.
Edge Conc
Ch. S 47°09' E. 245.9'
247.7
0.0686Ac.
eed R.W. 8185
71+50
70+60 P.O.T.
70+74.3 P.C.T.
1° L.
Barn
65+86.8 P.C.
2° C
TA 1
TS 5
P.T.
C.S.
542


SKETCH MAP - PART OF E
DALLES- CALIF. HIGHWA
KLAMATH COUNTY- MAY 197

Byrnes
SE4 SE4 Sec. 18
James M Baker
Sec. 18 T 38 S. R. 9 E.
Sec. 19
La Vista
Joe V
11334
65+50
+31
63+50
2-36" Conc. Pipe (in place)
57+00
165'
140
140
165
Parcel-1
Deed RW 11648
Edge of Existing Pavement
65+67
42
40'
THE DALLES
Existing R/W 2
Barn
Ho
Ho
2° C L
T∆ 13°13'
Ts 532.1
63+86.8 P.C.S
63+26.0 P.S.C.
62+23.9 P.C.
+75.3 P.S.
59+26.0 P.S.
400' Spiral

SKETCH MAP - PORT OF ENTRY
DALLES- CALIF. HIGHWAY
KLAMATH COUNTY - MAY 1976



Sec. 18
~~M. Baker~~
La Vista Motel
Joe Victor
Sec. 18 T 38 S. R. 9 E.
Sec. 19
NE4 NE4 Sec. 19
~~James H. Baker~~
11334
57+00
Parcel-1
Deed RW 11648
165
155
S. 39° 07' 30" E.
Edge of Existing
Pavement
62.67
40
42
40
THE DALLES-CALIFORNIA HIGHW
Existing R/W
Barn
62+23.9 P.C.
+75.3 P.S.
59+260 P.S.
400' Spiral

.1978 Beltline Rd. & Delta Hwy. 8855
.Sec., FAU 1035 (Beltline Rd.) &
.FAU 1335 (Delta Hwy.) (guardrail)

C*a 6639 1-18-79

8855

U OVERNMENT PRINTING OFFICE: 1974—732-626

OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

4-10-80

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 4/10/80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. ROS-000S(16)
COMPLETION DATE 6/21/79	ACCEPTANCE DATE BY CONTRACT AGENCY 10/11/79	TIME ELAPSED 80 %	CONTRACT TIME 140 days
APPROVED EXTENSIONS	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELTLINE ROAD & DELTA HIGHWAY

FAU 1035 and FAU 1335

Guardrail Installation

This project involved updating existing deficient guardrail and installing some sections of new guardrail at scattered locations over the subject highways. Most of the work involved correction of substandard guardrail ends, anchors, and bridge connections.

RECEIVED
STATE HWY ENGR
APR 16 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

4-16
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/10/80	TITLE Field Operations Engineer	DATE 4/14/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8855

COM 5
#8855

October 12, 1979

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

Gentlemen:

Contract No. 8855 awarded to R. A. Hatch Co., for guardrail installation on the Beltline Rd. & Delta Highway in Lane County was completed on June 21, 1979, and accepted by the State Highway Engineer on October 11, 1979.

Final payment in the amount of $2.57 will be released to the contractor after October 17, 1979. The total contract amount is $133,345.77 including $57.55 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8855

Oregon State Highway Division

RECEIVED
STATE HWY ENGR
OCT 5'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

NOTED
H. S. COULTER

DATE: August 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. ROS-000S(16)

Contract 8855, Work Completed June 21, 1979

Project Beltline Rd. & Delta Hwy.

Highway FAU 1035 & 1335

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 31, 1979

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
OCT 4 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

11 7-55

STATE COPY

cc: State (H. S. Coul[illegible]) 7-31-79

U.S. PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Ellis Jones and Jim Gix, OSHD

DATE OF INSPECTION 7-31-79	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. ROS-000S(16)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 80 %	WORK COMPLETED 100 %

BELTLINE RD & DELTA HWY
FAU 1035 & FAU 1335
Guardrail Installation

Scope of Inspection:

The completed work was observed in the field.

Project Description:

This project involved updating existing deficient guardrail and installing some sections of new guardrail at scattered locations over the subject highways. Most of the work involved correction of substandard guardrail ends, anchors and bridge connections.

Findings:

The completed work appeared satisfactory and acceptance of this project is recommended.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

8-14
cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8855

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Beltline Road-Delta Hwy.

WEEK ENDING: June 23, 1979

SECTION PREFIX: 20-1020

HIGHWAY: FAU 1035 & FAU 1335

COUNTY: Lane

NAME OF JOB: Beltline Rd. & Delta Hwy.

KIND OF WORK: Guard Rail

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 8855

FEDERAL AID PROJECT NUMBER: ROS-000S(16)

DATE OF CONTRACT: Dec. 28, 1978

DATE WORK STARTED: Jan. 3, 1979

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 4

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS Workdays 140

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED: 113

PERCENT OF TIME ELAPSED: 81

PROJECT AUTHORIZATION: $ 198,192.71

EXCLUSIVE OF ENGINEERING: $ 182,464.58

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 174,044.85

ESTIMATED PERCENT: UNDERRUN 4.6 %

ENGINEERING AUTHORIZATION: $ 15,728.13

ENGINEERING COST TO DATE: $ 17,781
This week 200

PERCENT OF AUTHORIZATION: 113 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

DATE PROJECT WAS COMPLETED: June 21, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Hydroblaster

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUN 25 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 6-18-79	No activity
TUESDAY 6-19	No activity
WEDNESDAY 6-20	Hatch - Stripping paint from rail.
THURSDAY 6-21	Hatch - Stripping paint from rail. All work on this project completed this date.
FRIDAY	
SATURDAY	

REMARKS

Mileage this month to date is 5,870.

The Semi-final will be submitted early next week. This will be the last report.

SIGNED D. W. Greene, Res. Engr. LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*7216

8855 9

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-53		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	2-6-79	Project Number ROS-000S (16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28, 1978, (Oct. 13, 1978) is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,500	$ 216,146
Federal funds	$ 11,250	$ 194,531
Other revisions		

This modification is made for the following reasons: Increase in Preliminary engineering and adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of February, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, January 14, 1979

Federal Aid Project
No. ROS-000S (16)

Beltline Rd. and Delta Hwy. Section
Beltline Hwy. (FAU 1035) & Delta Hwy. (FAU 1335)
Lane County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 23,200.00

Type Code Y104
Roadside Obstacles (Beltline, Sta. 126+00 to Sta. 282+00)
(Delta, Sta. 15+05 to Sta. 103+00)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		3,500.00
Temporary Signs	312 Sq.Ft.	1.00	312.00
Temporary Barricades	6 Each	50.00	300.00
Flagmen	500 Hour	20.00	10,000.00
Removal of Structures and Obstructions	All Required		10,800.00
Embankment In Place	3,130 Cu.Yd.	4.00	12,520.00
Trench Excavation	70 Cu.Yd.	12.00	840.00
1"-0 Aggregate Base	2,830 Ton	4.50	12,735.00
Class "B" or Class "C" Asphalt Concrete	810 Ton	25.00	20,250.00
18-inch Culvert Pipe	330 Lin.Ft.	13.00	4,290.00
Concrete Inlets, Type M-E	1 Each	900.00	900.00
Concrete Inlets, Type M-O	1 Each	900.00	900.00
Guard Rail, Type 2A	5,140 Lin.Ft.	5.50	28,270.00
Guard Rail, Type 3	840 Lin.Ft.	12.50	10,500.00
Guard Rail Anchors, Type 1	47 Each	250.00	11,750.00
Guard Rail Anchors, Type 2	35 Each	250.00	8,750.00
Extra for Guard Rail Bridge Connections	36 Each	180.00	6,480.00
Rail End Pieces, Type A	16 Each	10.00	160.00
Rail End Pieces, Type C	51 Each	180.00	9,180.00
Extra Posts with Blocks	44 Each	25.00	1,100.00
Extra Guard Rail Blocks	12 Each	5.00	60.00
Concrete End Pieces	1 Each	800.00	800.00
Extra For Asphalt Ramps	6 Each	100.00	600.00
	Subtotal		$169,997.00

Engineering	22,949.00
Total	$192,946.00

Length of Project - - - - - - - - - - 0.00

Work Retained in Program Status
(Not included in amounts below)

State Furnished Guard Rail Members	All Required	$ 460.00
Seeding and Mulching	All Required	200.00
Repair Broken Bridge Connections	All Required	100.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 23,200	$ 20,880	$ 2,320
Roadside Obstacles	192,946	173,651	19,295
	$216,146	$194,531	$21,615

Group 1 100%

Contract No. 8855

Prefix 220-1923

Prefix 20-1020

Beltline Rd. and Delta Hwy. Section
Lane County

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 4,000.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

10-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

10-13-78

te
Oregon

County
Lane

Project No. 0005
ROS-~~006~~(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds., Beltline Rd. & Delta Highway (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9/27/77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90.0

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,500.00	$ 11,250.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By ______

______ *(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______ *(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator OCT 18 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon Sept. 28, 1978

Federal Aid Project
No. ROS-00~~6~~5(16)

Beltline Rd. & Delta Hwy. Roadside Obstacle Project
Co. Rds. in Lane County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$12,500.00
	Total	$12,500.00

Length of Project. . . . . .0.0 mile

Federal Funds	$11,250.00
County Funds	1,250.00
Total	$12,500.00

Group 1 - 100%
Prefix 220-1923

8855 8

GOVERNOR

Victor Atiyeh

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

R. A. Hatch Company
Post Office Box 201
Bend, OR 97701

Re: Beltline Road & Delta Highway
FAP No. ROS-000S(16)
Contract No. 8855
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

Keasey

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
John Jenkins
Alfred Shirley, Jr.
D. W. Greene
FHWA

RECEIVED
TATE HWY ENGR
JAN 31 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122 (Rev. 7-77)

#8855

January 18, 1979

Mr. Al Driver, Director of Public Works
Lane County
125 East 8th Avenue
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6639

Dear Mr. Driver:

Attached for your records is a fully executed copy of an agreement for the removal of roadside obstacles along the Beltline Highway and the Delta Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Gerald Wimer (conf. agree. att.)

8855

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

R. A. Hatch Company
Post Office Box 201
Bend, OR 97701

Re: Beltline Road & Delta Highway
FAP No. ROS-000S(16)
Contract No. 8855
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
John Jenkins
Alfred Shirley, Jr.
D. W. Greene
FHWA

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122 (Rev. 7-77)

8855

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8855 for guardrail installation on the Beltline Road and Delta Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kimme
Alfred Shirley
D. W. Greene

R. A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

January 8, 1979

Mr. Cecil W. Head
Commission Services
Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: O.S.H.D. Contract 8855
Beltline Rd. & Delta Hwy.

Dear Mr. Head:

Enclosed are two executed copies of Contract 8855 for subject project.

Very truly yours,

R. A. HATCH CO.

Richard N Hatch

Richard N. Hatch
Vice President

RNH/nlp
Enclosures: 2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5755 **LETTER OF APPROVAL A OR AUTHORIZATION**

FEDERAL AID PROJECT NO. ROS-000S(16)

STAT ECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73509

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-28-78

FEDERAL ROUTE NUMBER FAU 1035 & 1335

STATE ROUTE NUMBER County Roads

GENERAL LOCATION: Beltline Road and Delta Hwy.

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-28-78 letter I approve the program change on the subject project as follows:

Appropriation Code: Change form 144 to 146.

NOTED
F. B. KLABOE

Swan
1-11

DATE 12-28-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

8855

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
D. W. Greene
SAIF
Fran

December 28, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for guardrail installation on Beltline Road and the Delta Highway in Lane County for the sum of $169,997 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Lane County and when the sum of $4,485 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8855.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8855

December 15, 1978

Lane County
135 East Sixth Avenue
Eugene, Oregon 97401

C&A 6639
Contract 8855
Proj ROS-0005(16)
Guardrail

Attn: Al Driver, Director

Gentlemen:

On December 14, 1978 a satisfactory bid was received from R. A. Hatch Co., P. O. Box 201, Bend, Oregon 97701 for guardrail installation on the Beltline Road and Delta Highway Section, FAU 1035 and 1335. The advance deposit based on the anticipated construction cost of their bid is as follows:

	State	County
Bid Items	$130,826.50	$39,170.50
State Furnished Guard Rail Members	460.00	
State Responsibility for Damages	4,000.00	
Seed & Mulch	200.00	
Repair Broken Bridge Connection	100.00	
4½% Contingencies	6,101.39	1,762.67
(9%) Engineering	12,202.79	3,525.35
ESTIMATED TOTAL COST	$153,890.68	$44,850.02

County's Advance Deposit:
10% of $44,850.02 = $4,485.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 5, 1979.

Please make your check for $4,485.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Attached for your review and a Lane County delegated signature are three (3) copies of Construction-Finance Agreement No. 6639 referred to in the telephone conversation of 12-15-78.

After your review please return the signed copies to Jack Ayres, Region Federal Aid Specialist, P. O. Box 1128, Roseburg, OR 97470.

AD-566-
$4485 - Received
12-28-78.
Notified Ayres
and Cont. Awarded.
H.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FN:dmc

bc w/AD#556: Region 3 Federal Aid Specialist
Vern Skoog-Please return completed AD#566 when check is received.

8855 11-21-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	ROS-000S(16)
STATE PROJECT NO.	See below
COUNTY NAME	Lane
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	73509

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	11-21-78	FAU 1035 & 1335	County Roads

GENERAL LOCATION:

Beltline Rd. and Delta Hwy. Section

GENERAL DESCRIPTION OF WORK:

Guardrail Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's November 20, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $216,963 - Federal Funds $195,266.

A signed copy of the Title Sheet is returned herewith.

Swan
Lane
12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-21-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976—620-787

8755

ENVIRONMENTAL REVIEW CHECKLIST

Lane

ALL CLEAR 11 1/5/78

Donald L Rout

12-14-78 Bid Letting ______ All Clear Deadline

SECTION Beltline Rd & Delta Hwy. Rdsd.
Highway Beltline Hwy. Obstacle Proj.
County Lane Co. FAU 1035 Region 3
Type of Work Fixed Objects Funds R05
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	EHPM 7-7-2 para 10e
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

Form FHWA 121 (Rev. 5-73)

8855

Lane

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: State Furnished Guardrail Members
Beltline Road & Delta Highway (FAU 1036 & 1335)
[redacted]

DATE: November 8, 1978

In reply refer to: HFO.7-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

We have reviewed your request to furnish salvaged guardrail for the subject project as being in the public interest and concur with this proposal.

The values quoted per linear foot and pound appear reasonable for the guardrail and salvageable "B" end pieces. The project can be charged and/or credited accordingly.

G. K. Hosner
for G. L. Green

RECEIVED
NOV 16 1978
ENGINEERING SECTION

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan JWK
Scott
Anderson

Trout

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REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Erikson FE Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
TECHNICAL SERVICES
NOV 14 '78
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Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✗						

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

Re: Beltline Rd. & Delta Hwy.
Beltline Hwy. (FAU 1036 &
County Rd. (FAU 1335)
Lane County

We are requesting a public interest finding in the State furnishing the following item on the subject project.

State furnished guardrail members (including rail splice bolts)
3,800 lin. ft. at $0.1204 = $457.52

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Yoncalla Interchange stockpile site. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the stockpile site and use it on the project.

The existing guardrail installations, in many instances, have "Type B" end pieces on the leading ends. The safety work will involve removing some rail and the "B" end piece and constructing guardrail "flares" with Type "C" end pieces. The "B" end pieces will not be usable on this project.

We will specify the "B" end pieces remain the property of the State. The contractor will be required to stockpile the end pieces in the Laurel Hill Stockpile Site at Glenwood Interchange on I-5 at Milepost 192.0.

The project will be credited in the amount of $0.1841 per pound for the material. This sum was determined as follows:

RECEIVED
TECHNICAL SERVICES
NOV 3 '78
REFER TO
FOR
Info Inves R/O D/R Sign Act File
Form 81-734-3122

1. Scrap value of "Type B" end pieces = $0.02 per pound
2. Extra cost to the contractor for hauling and stockpiling = $0.1641 per pound.

Initially the project will be credited for 17 end pieces at 50 lbs. each (including bolts), 850 pounds at $0.1641 = $156.50. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the Laurel Hill stockpile site is determined.

This proposal was discussed with and tentatively approved by Mr. Tom Lowe of the F.H.W.A.

We feel it is in the public interest to use the salvaged guardrail and to salvage the Type "B" end pieces since this proposal will conserve state funds and save energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Moehring
Alfred Shirley, Jr.
Jack Sullivan
D. E. Swan
Fred Eriksen

585

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION Lane FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 30, 1978

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Beltline Rd. & Delta Hwy.
Beltline Hwy. (FAU 1035) &
County Road (FAU 1335)
Lane County

TO: MEMO TO THE FILES

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 30 1978
ENGINEERING SECTION

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Action

Preliminary plans for the project were reviewed on the project October 19, 1978, by the following:

Jim Gix, Region Construction Engineer
Doug Greene, Resident Engineer
Justin Vincent, Designer
Fred Eriksen, Design Engineer Supervisor

Duane Christensen in reviewing the preliminary plans had questioned the need to remove guardrail in order to construct Type 3 guardrail. On this field review we particularly looked for blocked rail installations that would not require realigning and have, in those cases, called for the addition of posts and blocks to effect 25' of Type 3. In most cases, the rail will have to be drilled to provide for bolts.

Standard guardrail installations are made up of Type 2A and, in some cases, Type 3. Since this project has a considerable amount of Type 2 (blocked 12'-6" post spacing) it was felt that when we construct Type 3 rail, we should construct a short section of Type 2A (6'-3" post spacing) ahead of it. This would provide a gradual stiffening instead of the abrupt change from the 12'-6" spacing to 3'-1 $^1/_2$" spacing. So, we have included this in the plans.

There were several changes to the plans. In some guardrail flare locations it was noted that culverts in existing ditches will be required.

Culverts were added at sta. 287+00 Rt., sta. 109+00 Rt., and sta. 219+00 Lt.

Some bridge connections we had anticipated making were found to be connected. Bridge connections were deleted at structures sta. 305, sta. 319, sta. 45 to 50, sta. 68+50 and sta. 121.

One condition noted is the guardrails that are not connected to structures generally end with the last post about 2 feet from the structure and have an "A" end piece. To make the bridge connection a short section, say 3 to 6 feet long, an end piece will be required. If a curved section is needed due to the width of safety curb, the length may be longer. Most, if not all, connections will require drilling and installing bolts in the structure.

The Region indicated Maintenance would like to get the existing "B" end pieces that will be removed on the job (approximately eight).

FE:ab
cc: Jim Gix
Doug Greene
Fred Eriksen

STATE OF OREGON

INTEROFFICE MEMO Lane

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: FILE

DATE: August 28, 1978

FROM: Richard H. Bladorn
Title II Coordinator

SUBJECT: Field Review
Beltline Road & Delta Highway
Roadside Obstacle Project
ROS-000S (16)

The original proposal for this project contained an estimate cost of $104,000. After the project was programmed and location engineering was completed, the cost estimate was somewhere between $165,000 and $675,000 depending on how much work was included.

A field review was suggested and on Thursday August 25, 1978 the following people toured the total project and set priorities on what elements should be included:

Tom Lowe, Federal Highway Administration
Area Engineer
Jim Gix, ODOT Region 3 Construction Engineer
Doug Green, ODOT Resident Engineer
Fred Erickson, ODOT Final Design Team Leader
Justin Vincent, ODOT Designer
Dick Bladorn, ODOT, Title II Coordinator

Priorities were established for five categories of safety improvements and each location inspected was assigned to one of those categories by consensus of opinion of the inspecting team.

The categories were as follows:

Priority I - Those locations where there were no existing safety improvements.

Priority II - Those locations with sub-standard safety improvements which could be upgraded at very little cost.

Priority III - Those locations with sub-standard safety improvements which would be included if sufficient funds were available.

Priority IV - Those locations with sub-standard safety improvements which would involve major reconstruction.

Priority V - Those locations which would only be included if sufficient funds were available.

The target maximum project cost at this time is $250,000.

Final Design will prepare plans and estimates up to the target amount. At that time a decision will be made as to whether or not a second field review is necessary.

RHB:cs

cc: Tom Lowe
Jim Gix
Doug Green
Fred Erickson ✓

REFERRED TO
Bagard Stoddenmeyer
Cole Simple
✓ Erickson F.E. Watson
Hager Dorn Hall
Return Discuss Do File Copy Dea
BY FINAL DESIGN ENGINEER

L Versteeg ✓
Z Christensen DBC
George
Olson
Terpin
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AUG 31 1978
ENGINEERING SECTION

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Bring Up / /
Action

8255

FORM 81-734-3030

Lane

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 5, 1978

FROM: Frank E. Terpin
Location Engineer
F.E.T.

SUBJECT: Belt Line Road & Delta Highway
Lane County
Prefix 220-1923

TO: Alfred F. Shirley, Jr.
Regional Engineer

1 Versteeg ✓
3 Christensen Don
George
2 Olson
Terpin

RECEIVED
AUG 23 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

We have received your letter of June 20 recommending that a full safety project be implemented rather than the small Title II safety project which Lane County had applied for.

Funding for the $665,000 project is not within the available funds in the 1978 program. Due to the high cost, it would appear unlikely that we could justify including it within a program in the foreseeable future. Since most of the costs are involved with design deficiencies in the Belt Line Road segment which we may take over from Lane County, it may be worth while to approach Lane County and LCOG to determine whether they could see their way clear to finance a full safety project on both highways.

Title II funds are limited and some projects are in jeopardy because of overruns. Any project financed with Title II funds should not exceed the programed amount, in this case $104,000, if we want to advance it to contract. It is possible to reduce the limited project, estimated at $164,000, by leaving guardrail in at bridge columns rather than replacing it with concrete barrier. This would bring the project cost down to near the programed amount.

The other alternative would be to shelve the project and hope to finance all or part in some future program year.

Please review these and other alternatives which you may wish to consider and submit a project request (Form 734 attached) covering the program change.

Project survey records will be retained here pending your reply.

Attachments

GCW:mc

ROUTED TO
Stoudenmeyer
Sample
✓ F.E. Watson
Dorn Leu
Discuss Do File Copy Due
FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
JUN 1978

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
August 18, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Belt Line Road & Delta Highway
Lane County
Prefix 220-1923

TO: Frank E. Terpin
Location Engineer
SALEM

We were unable to secure any financial support from Lane County on the subject project. It does not seem worthwhile to pursue this direction any further.

We recommend you proceed with the downscoped project as outlined in your letter of July 5, 1978.

JJG/cd

cc: L. Asburry
D.W. Greene

RECEIVED
AUG 21 1978
LOCATION SECTION

REFERRED TO Will
By Location Engineer

NOTED
G. C. WILLS

885

George

Dick

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658 PRO 6

November 3, 1977

Mr. George Price
County Engineer
Lane County
1820 Roosevelt Blvd.
Eugene, OR 97402

Dear Mr. Price:

This will acknowledge your letter of October 28, 1977, pertaining to our possible mutual safety project on Beltline Road and Delta Highway [Title II, Section 210 project no. ROS-000S(16)].

You indicate that work on both roadways be separated during the project development due to the possible change in jurisdiction of Beltline Road.

By a copy of this letter I am asking Mr. Doug Greene, Resident Engineer, to break down the cost estimate based on this possible change in jurisdiction.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Anhorn
Doug Greene

RECEIVED
NOV 4 1977
TRAFFIC ENGINEERING

lane county

October 28, 1977

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Glen L. Clark, Regional Federal-Aid Engineer

Gentlemen:

Your letter of October 11, 1977 discussed the approval of preliminary engineering for a Title II project for removal of fixed objects on Delta and Beltline Roads. You also mentioned a possible jurisdiction problem with Beltline Road.

Since it is likely that Beltline Road will be under State jurisdiction by the time a contract is awarded, we agree that work on Delta and Beltline should be kept separate during the project.

When the advance deposit for the preliminary engineering is needed, please let us know, and we will forward it.

Sincerely,

Geo Price
George Price
County Engineer

TL/sm

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402

George

DRK

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXX-XXXX

NOTED
R.D. TRYGSTAD

October 11, 1977

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

RECEIVED
OCT 13 1977
TRAFFIC ENGINEERING

Dear Mr. Driver:

This is to advise that the Federal Highway Administration has approved your July 6, 1977 application for a Title II, Section 210 project no. ROS-000S(16) for removal of various fixed objects on Beltline Road and the Delta Highway in Lane County.

The approval is for the preliminary engineering phase which is not to exceed $6,500. By a copy of this letter I am attaching an approved copy of the authority for survey (prefix 220-1923) so that Mr. Doug Greene, Resident Engineer, Eugene can proceed with the development of the project.

The advance deposit for this phase will be requested along with the advance deposit requirement for the construction phase when the contract price is known after bid opening.

We may have a little jurisdiction problem by the time we reach the contract phase. If the state has taken over Beltline Road as a state highway we should stand the cost of the 10% match on that portion of the project. If on the other hand Lane County intends to pick up the total match, it will not be necessary for Mr. Greene to separate the two facilities during development of the project. Please advise us of your wishes along this line.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

NOTED
L.E. GEORGE

GLC/cao
Encl.
cc: D.H. Moehring
L.E. George ✓
Bill Anhorn
Doug Greene

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ: ROS-000S(16)

STATE PROJECT NO.: See below

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 73509

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-27-77

FEDERAL ROUTE NUMBER: FAU 1035 and 1335

STATE ROUTE NUMBER: County Rds.

GENERAL LOCATION:

"Belt Line Rd. & Delta Highway Roadside Obstacle Project"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $6,500
F.F. $5,850
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's September 23, 1977, letter, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2.

Also, as requested, you are authorized to proceed with the work as shown above.

DATE: 9-27-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1978 SE Bybee Blvd. ● SE 8857
23rd Ave. in Portland.
(Traffic signal)

CYA 6347 3-28-78

8857

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 133290

BILLING REQ. NUMBER CC 81-75

DATE 12-30-81

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE NEW PORTSSE

CREDIT DISTRIBUTION

324.02	4,544.37
326-1010-296-00-000	4,544.37
326-1010-295-00-000	(4,544.37)

CITY OF PORTLAND
BUREAU OF STREET & STRUCTURAL ENGINEERING
621 S W ALDER ROOM 725
PORTLAND OR 97205

Attn: Dick Schmidt Highway Coordinator

↑ FOLD

DESCRIPTION	TOTAL PRICE
Final Billing per Attached Itemized Statement: Interstate Transfer Project IX-000C (6) Bybee Blvd at S E 23rd Multnomah County Agreement No. 6347 Contract No. 8857	
Total Cost	$49,378.99
Less Federal Funds	42,304.62
City Share	7,074.37
City Advance Deposit	2,530.00
Amount Due	4,544.37
REF: PORTLAC INV: 002230	
110.00 Final	

734-1150 (6-81)

8857

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-3-8

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12-30-80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. IX-000C(6)
COMPLETION DATE 9-18-79	ACCEPTANCE DATE BY CONTRACT AGENCY 3-11-80	TIME ELAPSED 100 %	CONTRACT TIME 220 C.D.
APPROVED EXTENSIONS 22 C.D.	LOCATION Bybee Blvd. @ S.E. 23rd - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. BYBEE @ 23rd
Signals

This project has been completed at a final total cost of $47,211 representing a 12 percent overrun.

RECEIVED
STATE HWY ENGR
JAN - 6 '81
REFER TO
Cy Kinsey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE CTChristianson C. T. Christianson	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 1-5-81	TITLE Field Operations Engineer — DATE 1-5-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8857

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 12-21-81

BILLING REQ. NO. CC 81-75

YOUR ORDER NO.

CREDIT DISTRIBUTION

326-1904-295	$ 255.08
326-1010-295	4,289.29

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder, Room 725
Portland, Oregon 97205
Attn: Dick Schmidt,
Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Interstate Transfer Project IX-000C(6) Bybee Blvd. at S.E. 23rd Multnomah County Agreement No. 6347 Contract No. 8857			
TOTAL COST			$49,378.99
Less Federal Funds			42,304.62
CITY SHARE			$ 7,074.37
City Advance Deposit			$ 2,530.00
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 2,530

Advance Deposit Previously Transferred to Highway Fund $ 1,930

Balance $ 600

Transfer to Highway Fund $ 600

Refund Due $ - - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1983

Amount Due $ 4,544.37

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** December 21, 1981

CITY PORTLAND **Contract No.** 8857 **Date Completed** 9-18-79

PROJECT # IX-000C(6) **Section** Bybee Blvd. at S.E. 23rd

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,408.37
Payment to Contractor	41,275.64
Interest Paid Contractor	8.70
Construction Engineering	2,662.27
SFO #1 Monitor Work by City	409.89
SFO #2 Handicap Access By City	3,416.56
Audit Expense	155.61
Project Management	41.95
TOTAL COST	$49,378.99
Less Federal Funds	42,304.62
CITY SHARE	$ 7,074.37

Reference: Billing Form CC 81-75

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 1-6-70 TO 1-5-81

FEDERAL AID PROJECT NO.
IX-000C(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$49,378.99	$49,306.08	85.80%	$42,304.62	$42,304.62	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE 6/22/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS Oregon

326-1904
326-1010

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

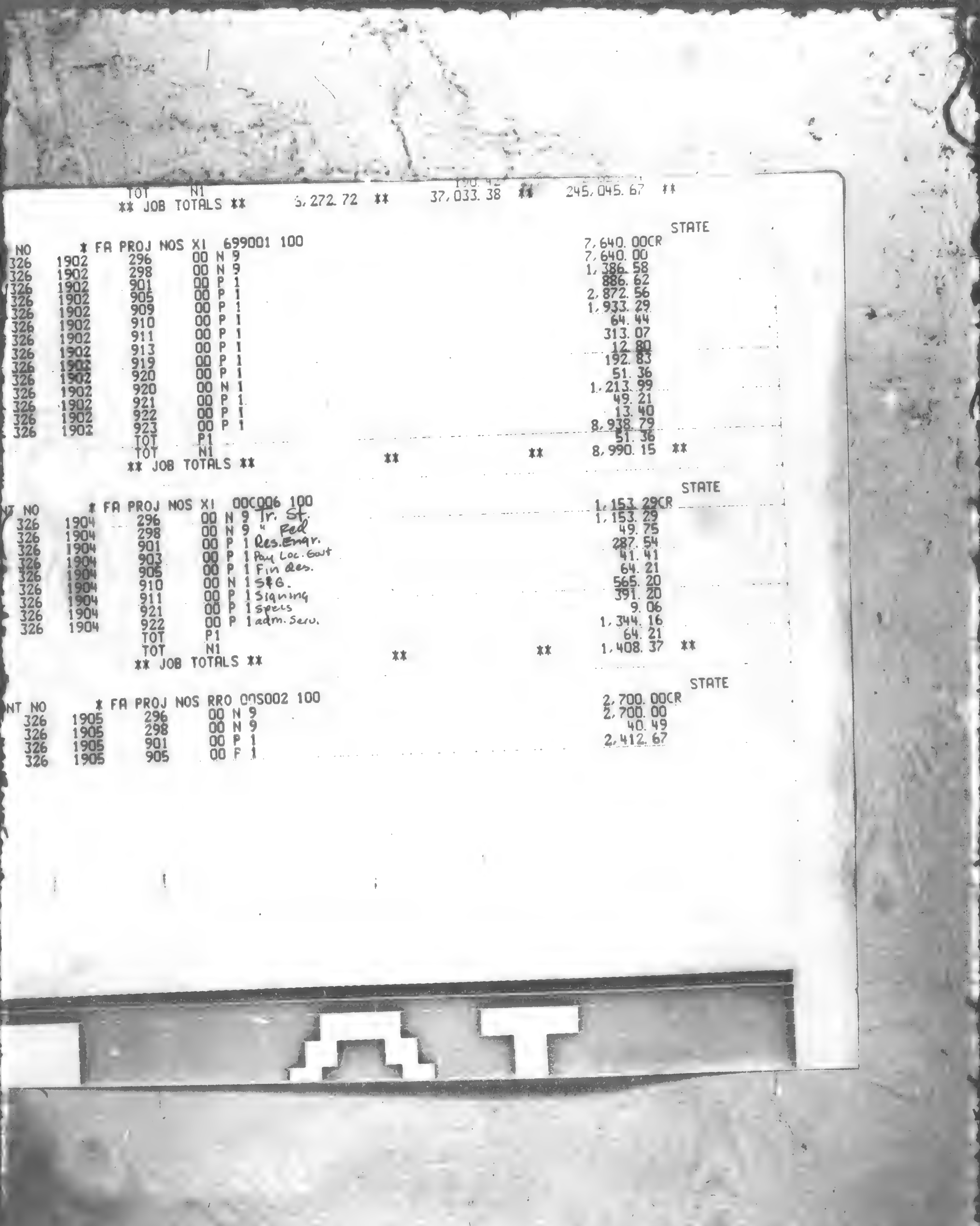
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Bybee Blvd. at S.E. 23rd Ave. **FAV 9760 (City Street)** **Multnomah County**					
	Preliminary Engineering					
	Type Code P.E.	All Required				
	State				$ 1,079.38	
	City Forces				264.78	
	Total Participating Preliminary Engineering				$ 1,344.16	
	Construction					
	Type Code Y031					
	Traffic Signal	Lump Sum				
	Final Contract Payment Summary				$41,275.64	
SFO	#2 Handicap Access by City Forces				1,500.00	
	Total Participating Construction				$42,775.64	
	Construction Engineering	All Required				
	State CITY				~~4,620.78~~	2704.22 1916.56
SFO	#1 Monitor Engineering & Inspection performed by City Forces				409.89	
	Total Participating Construction Engineering				$ 5,030.67	
	Misc. Project Costs	All Required				
	Audit by Highway Accounting				155.61	
	Total Participating Costs				$49,306.08	
	Nonparticipating Costs					
	Preliminary Engineering	All Required			64.21	
	Interest on Final Payment	All Required			8.70	
	Total Nonparticipating Costs				$ 72.91	
	Total Cost				$49,378.99	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/21/81.					
	AMOUNT CARRIED FORWARD					

```
                                                   TOT        N1
                                                ** JOB TOTALS **        6,272.72  **        37,033.38  **    24

  SE GLENWOOD-CRYSTAL SPRGS      CONT NO        * FA PROJ NOS XI   699001 100
                                     326    1902        296         00 N 9
                                     326    1902        298         00 N 9
                                     326    1902        901         00 P 1
                                     326    1902        905         00 P 1
                                     326    1902        909         00 P 1
                                     326    1902        910         00 P 1
                                     326    1902        911         00 P 1
                                     326    1902        913         00 P 1
                                     326    1902        919         00 P 1
                                     326    1902        920         00 P 1
                                     326    1902        920         00 N 1
                                     326    1902        921         00 P 1
                                     326    1902        922         00 P 1
                                     326    1902        923         00 P 1
                                                        TOT         P1
                                                        TOT         N1
                                                    ** JOB TOTALS **                   **              **

  SE BYBEE @ 23, TOLMAN/17       CONT NO        * FA PROJ NOS XI   00C006 100
                                     326    1904        296         00 N 9 Tr. St.
                                     326    1904        298         00 N 9 " Fed
                                     326    1904        901         00 P 1 Res.Engr.
                                     326    1904        903         00 P 1 Pay Loc. Govt
                                     326    1904        905         00 P 1 Fin Res.
                                     326    1904        910         00 N 1 S&G.
                                     326    1904        911         00 P 1 Signing
                                     326    1904        921         00 P 1 specs
                                     326    1904        922         00 P 1 adm. Serv.
                                                        TOT         P1
                                                        TOT         N1
                                                    ** JOB TOTALS **                   **              **

  UPRR XING @LEWIS ST&105TH ST   CONT NO        * FA PROJ NOS RRO  07S002 100
                                     326    1905        296         00 N 9
                                     326    1905        298         00 N 9
                                     326    1905        901         00 P 1
                                     326    1905        905         00 F 1
```



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        TOT       N1
     ** JOB TOTALS **       5,272.72  **       37,033.38  **       245,045.67  **

                                                                                STATE
 NO       * FA PROJ NOS XI   699001 100                          7,640.00CR
326    1902      296       00 N 9                                 7,640.00
326    1902      298       00 N 9                                 1,386.58
326    1902      901       00 P 1                                   886.62
326    1902      905       00 P 1                                 2,872.56
326    1902      909       00 P 1                                 1,933.29
326    1902      910       00 P 1                                    64.44
326    1902      911       00 P 1                                   313.07
326    1902      913       00 P 1                                    12.80
326    1902      919       00 P 1                                   192.83
326    1902      920       00 P 1                                    51.36
326    1902      920       00 N 1                                 1,213.99
326    1902      921       00 P 1                                    49.21
326    1902      922       00 P 1                                    13.40
326    1902      923       00 P 1                                 8,938.79
                 TOT          P1                                     51.36
                 TOT          N1                  **          **  8,990.15  **
         ** JOB TOTALS **

                                                                                STATE
NT NO       * FA PROJ NOS XI   00C006 100                          1,153.29CR
  326    1904      296       00 N 9 Tr. St.                        1,153.29
  326    1904      298       00 N 9 " Fed                             49.75
  326    1904      901       00 P 1 Res.Engr.                        287.54
  326    1904      903       00 P 1 Pay Loc. Govt                     41.41
  326    1904      905       00 P 1 Fin Res.                          64.21
  326    1904      910       00 N 1 S&G.                             565.20
  326    1904      911       00 P 1 Signing                          391.20
  326    1904      921       00 P 1 Specs                              9.06
  326    1904      922       00 P 1 adm. Serv.                     1,344.16
                   TOT          P1                                     64.21
                   TOT          N1                  **          **  1,408.37  **
           ** JOB TOTALS **

                                                                                STATE
NT NO       * FA PROJ NOS RRO 00S002 100                           2,700.00CR
  326    1905      296       00 N 9                                2,700.00
  326    1905      298       00 N 9                                   40.49
  326    1905      901       00 P 1                                2,412.67
  326    1905      905       00 F 1
```

```
                                  326   1009        948       00 P 1
                                  326   1009        985       00 P 1                                26,731.17CR
                                                    TOT       P1                                    26,888.75
                                                    TOT       N1                       **              157.58  **
                                                 ** JOB TOTALS **

SE BYBEE BLVD-SE 23RD PORT     CONT NO 8857 * FA PROJ NOS XI  00C006 100
                                  326   1010        201       00 P 1 Pay Contr.
                                  326   1010        206       00 N 1 Interest

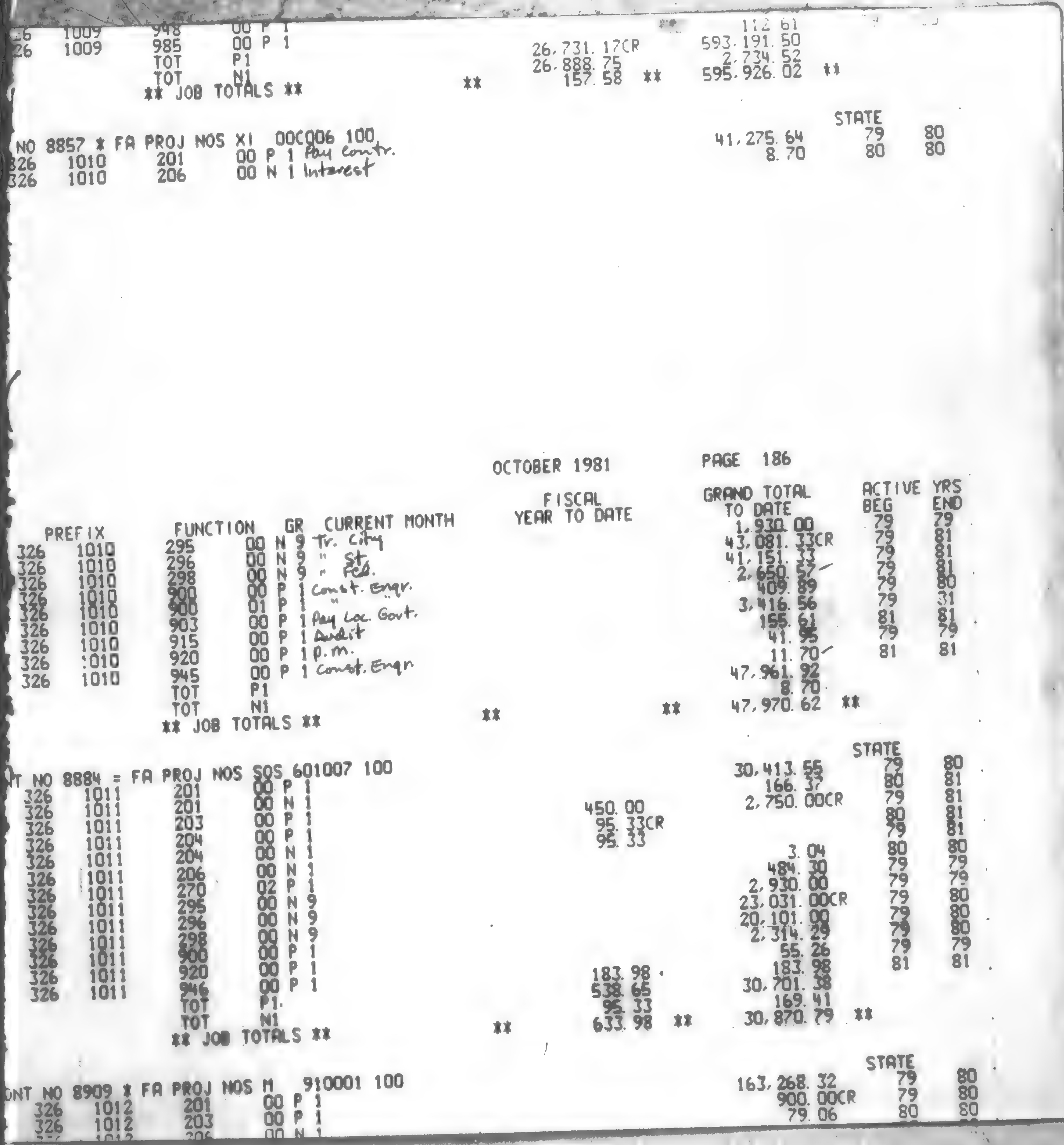



                                                                                         OCTOBER 1981

TOTAL TO DATE JOB COST SUMMARY                                                               FISCAL
                                                                                         YEAR TO DATE
                                                  FUNCTION   GR  CURRENT MONTH
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX
                                  326   1010        295       00 N 9 Tr. City
                                  326   1010        296       00 N 9 " St.
                                  326   1010        298       00 N 9 " Fed.
                                  326   1010        900       00 P 1 Const. Engr.
                                  326   1010        900       01 P 1 "
                                  326   1010        903       00 P 1 Pay Loc. Govt.
                                  326   1010        915       00 P 1 Audit
                                  326   1010        920       00 P 1 p.m.
                                  326   1010        945       00 P 1 Const. Engr
                                                    TOT       P1
                                                    TOT       N1                       **                      **
                                                 ** JOB TOTALS **

142ND AV BR JOHNSN CRK PTLD    CONT NO 8884 = FA PROJ NOS SOS 601007 100
                                  326   1011        201       00 P 1
                                  326   1011        201       00 N 1                                   450.00
                                  326   1011        203       00 P 1                                    95.33CR
                                  326   1011        204       00 P 1                                    95.33
                                  326   1011        204       00 N 1
                                  326   1011        206       00 N 1
                                  326   1011        270       02 P 1
                                  326   1011        295       00 N 9
                                  326   1011        296       00 N 9
                                  326   1011        298       00 N 9
                                  326   1011        900       00 P 1
                                  326   1011        920       00 P 1                                   183.98
                                  326   1011        946       00 P 1                                   538.65
                                                    TOT       P1                                        95.33
                                                    TOT       N1                       **              633.98  **
                                                 ** JOB TOTALS **

E FREMONT BR CONNECTION        CONT NO 8909 * FA PROJ NOS M   910001 100
                                  326   1012        201       00 P 1
                                  326   1012        203       00 P 1
```



```
26   1009      948        00 P 1                                                      112.61
26   1009      985        00 P 1                              26,731.17CR          593.191.50
               TOT        P1                                  26.888.75              2,734.52
               TOT        N1                                     157.58   **       595.926.02  **
            ** JOB TOTALS **                         **

                                                                                                  STATE
 NO 8857 * FA PROJ NOS X1   00C006 100                                               41,275.64    79       80
326   1010     201        00 P 1 Pay contr.                                               8.70    80       80
326   1010     206        00 N 1 Interest




                                                   OCTOBER 1981           PAGE  186

                                                       FISCAL             GRAND TOTAL      ACTIVE YRS
                                                   YEAR TO DATE             TO DATE        BEG     END
     PREFIX            FUNCTION  GR  CURRENT MONTH                          1,930.00        79      79
326    1010       295        00 N 9 Tr. City                              43,081.33CR       79      81
326    1010       296        00 N 9 "  St.                                41,151.33         79      81
326    1010       298        00 N 9 "  Fed.                                2,650.57         79      81
326    1010       900        00 P 1 Const. Engr.                             409.89         79      80
326    1010       900        01 P 1    "                                   3,416.56         79      31
326    1010       903        00 P 1 Pay Loc. Govt.                           155.61         81      81
326    1010       915        00 P 1 Audit                                     41.95         79      79
326    1010       920        00 P 1 p.m.                                      11.70         81      81
326    1010       945        00 P 1 Const. Engr                           47,961.92
                  TOT        P1                                                8.70
                  TOT        N1                          **          **   47,970.62  **
            ** JOB TOTALS **

                                                                                          STATE
T NO 8884 = FA PROJ NOS SOS 601007 100                                    30,413.55        79      80
 326    1011      201        00 P 1                                          166.37        80      81
 326    1011      201        00 N 1                          450.00        2,750.00CR      79      81
 326    1011      203        00 P 1                           95.33CR                      80      81
 326    1011      204        00 P 1                           95.33                        79      81
 326    1011      204        00 N 1                                            3.04        80      80
 326    1011      206        00 N 1                                          484.30        79      79
 326    1011      270        02 P 1                                        2,930.00        79      79
 326    1011      295        00 N 9                                       23,031.00CR      79      80
 326    1011      296        00 N 9                                       20,101.00        79      80
 326    1011      298        00 N 9                                        2,314.29        79      80
 326    1011      900        00 P 1                                           55.26        79      79
 326    1011      920        00 P 1                          183.98          183.98        81      81
 326    1011      946        00 P 1                          538.65       30,701.38
                  TOT        P1                               95.33          169.41
                  TOT        N1                   **         633.98   **  30,870.79  **
            ** JOB TOTALS **

                                                                                           STATE
ONT NO 8909 * FA PROJ NOS M    910001 100                                163,268.32        79      80
  326    1012      201        00 P 1                                         900.00CR      79      80
  326    1012      203        00 P 1                                          79.06        80      80
```

8857

2

March 17, 1980

Rathbone, King and Seeley
1 S. W. Columbia
Portland, OR 97201

COM 5
#8857

Gentlemen:

Contract No. 8857 awarded to Tice Electric Company for a traffic signal installation on S. E. Bybee Boulevard at S. E. 23rd Avenue in Portland was completed on September 18, 1979, and accepted by the State Highway Division on March 11, 1980.

Final payment in the amount of $1,739.95 will be released to the contractor after March 24, 1980. The total contract amount is $41,275.64 including $6,370.24 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Tice Electric Co.
2139 S.E. Belmont St.
Portland, OR 97214

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

1-18-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8857 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO. X-000C(6)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80032

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

• RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO
FOR
Info | [illegible] | [illegible] | D/R | Sign | Act | File

1-22

DATE PS&E APPROVED 10-25-78

DATE AUTHORIZATION EFFECTIVE 1-2-80

FEDERAL ROUTE NUMBER FAU 9760 - 9761 & 9765

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

S.E. Bybee Blvd at 23rd AVenue

GENERAL DESCRIPTION OF WORK:

Remove existing ramp and replace curb; construct sidewalk and construct wheel chair ramp.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1-2-80, as requested in Mr. Keaseys letter of 1-15-80 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland is approved for TEC NTE $1,500 Federal funds $1,275.

DATE 1-18-80

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-818

DATE: December 6, 1979

CON 5
#8857

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SE Bybee Blvd. @ SE 23rd Avenue
Portland City Street
Contract No. 8857

This traffic signal project is nearing completion with only minor work remaining. It is anticipated that the project cost will overrun that authorized by $6,475 or 15 percent.

The major cause for the increase in project cost was the necessity of replacing two existing wood poles with longer poles. New equipment was placed on the existing span wire and the additional pole length was needed for a higher span wire attachment so as to retain the minimum clearance. The cost of this work was $6,370. Several minor items, including construction of a sidewalk ramp and retesting the signal controller, cost slightly more than the $1,656 of contingency funds provided for the project.

It is recommended that the authorization for this project be increased $6,475 to a new total of $48,632.76. This matter will be on the consent calendar for your December 18 meeting.

WR:mk jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

7857

STATE OF OREGON

Highway Construction — DEPT.
378-6318 — TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8857

TO: H. S. Coulter
State Highway Engineer

DATE: December 5, 1979

O-B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
S.E. Bybee Blvd. @ S.E. 23rd Ave.
Portland City Street
Contract No. 8857

H S COULTER
Noted

This traffic signal project is nearing completion with only minor work remaining. It is anticipated that the project cost will overrun that authorized by $6,475 or 15 percent.

The major cause of the overrun was the necessity of replacing two existing wood poles with longer poles. New equipment was placed on the existing span wire and the additional pole length was needed for a higher span wire attachment. The cost of this force account work was $6,370. Only $1,656 was available for contingencies and it was used for such minor items as retesting controller, monitor engineering charges, and installation of a sidewalk ramp.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

OBJ:WR:fr

Att.

cc: E. L. Hardt
Jerry Street
Robert Church

985-7

GOVERNOR
Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8857

December 5, 1979

Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

Re: Time Extension Request
S.E. Bybee Blvd. @ 23rd Ave.
FAP No. IX-000C(6)
Contract No. 8857

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 22 calendar days is granted due to extra work performed on the project. This will eliminate all liquidated damages on this contract.

Additional time was not granted for delays in the delivery of signal control equipment.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Jerry Street
Jim Wilson (City of Portland)
FHWA
Robert Church

RECEIVED
STATE HWY ENGR
DEC 6 - '79
REFER TO
FOR

Form 81-734-3123 (Rev. 7-77)

STATE OF OREGON
Highway Construction 378-6318
DEPT. TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8857

TO: Memo to File

DATE: December 5, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
S.E. Bybee Blvd. @ 23rd Ave.
FAP No. IX-000C(6)
Contract No. 8857

Tice Electric, contractor on this project, has requested a time extension of 25 calendar days. Reasons given by the contractor are delays due to extra work and delays in delivery of traffic signal control equipment.

The delay in the delivery of control equipment does not appear to be a valid reason for time extension. The contractor's supplier states that this delay was due to (1) a special design Type G cabinet and (2) a nationwide trucking strike. The Special Provisions for this contract state: "The maximum controller cabinet size (type) provided shall be type "G" and must be approved by the engineer." Therefore, the claim that a special cabinet design caused a delay is not valid. The nationwide trucking strike is claimed to have delayed controller fabrication and delivery by "more than 25 working days." No data is submitted to verify a strike, its relationship to material deliveries, efforts to secure alternate transportation, or efforts by the contractor to secure the control equipment from alternate suppliers. From the data submitted, it appears that the reason for late control equipment delivery was a result of either the contractor or his supplier failing to recognize the material required for this contract. The furnishing of required materials is the responsibility of the contractor and resultant delays are not normally valid reason for time extension. No additional time should be granted on this contract for late controller delivery.

The claim of delays due to extra work is valid. Extra work was ordered and performed under E.W.O. No. 1 and involved installing new wood strain poles and signal equipment in front of a fire station. This work was authorized, and the contractor so informed, about August 7. Contract time expired on August 28. The work under E.W.O. No. 1 commenced on September 5 and was substantially complete on September 18, on which date contract time count was stopped. The requirement to perform this extra work clearly entitles the contractor to a time extension to September 18 even though the traffic signal controller was not installed until September 10, some 14 days after expiration of allowed original contract time. This is a case of "concurrent delay" by the contractor and the owner and as such is excusable to the contractor. A time extension of 22 calendar days (to September 18) should therefore be granted due to extra work.

OBJ:fr

cc: H. S. Coulter
E. L. Hardt
Jerry Street
Jim Wilson (City of Portland)
FHWA

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-620

#8757 cc: STATE (H S Cou er) STATE COPY

U.S. EPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. Ten	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Region Constr. Engr.; Jerry Street, Monitoring Resident and Don Burdette, City of Portland Traffic Engineer

DATE OF INSPECTION 10-25-79	INSPECTION MADE BY Vincent Tabor, Assistant Area Engineer	PROJECT NO. IX-000C(6)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK See below	TIME ELAPSED 110 %	WORK COMPLETED 99 %

SE BYBEE BLVD @ SE 23rd AVENUE
TRAFFIC SIGNAL INSTALLATION

The project provided for three-phase signals at the subject intersection with interconnect to the fire station signals to the west. Two optically programmed heads were installed at the station for westbound traffic because of the proximity of 23rd Avenue.

Contract time overran by approximately 22 days, and the City Engineer informed me that he will recommend that an extension be approved. The overrun is basically attributed to additional work necessary because of low clearances for the fire signal heads.

We noted that the sidewalk had not been continued around the curb radii to the pole base area in the south quadrants of the intersection. Since this would make access for the handicap difficult it was recommended that these be constructed together with any necessary curb ramps before the project be accepted by FHWA. Crosswalk striping should also be utilized since sufficient pedestrian traffic exists to have warranted the WALK - DON'T WALK signals.

RECEIVED
STATE HWY ENGR
NOV 2'79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

11-2
cif

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8857

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PORTLAND

WEEK ENDING: Oct. 13, 1979

SECTION PREFIX: 326-1010

HIGHWAY: FAU 9760 (CITY STREET)

COUNTY: MULTNOMAH

NAME OF JOB: S.E. Bybee Blvd. at 23rd Ave. TRAFFIC SIGNALS

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: TICE ELECTRIC CO.

CONTRACT NUMBER: 8857

FEDERAL AID PROJECT NUMBER: 1X-000C (6)

DATE OF CONTRACT: January 9, 1979

DATE WORK STARTED: June 6, 1979

ESTIMATED COMPLETION DATE: Oct. 10, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS: --

WORK DAYS USED: --

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 242

SPECIFIED COMPLETION DATE: August 27, 1979

PERCENT OF TIME ELAPSED: 10% OVER

PROJECT AUTHORIZATION: $ 42,157.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 38,475.86

ENGINEERING AUTHORIZATION: $ 3,681.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,569.00

ENGINEERING COST TO DATE: $ 2,543.59

DATE PROJECT WAS COMPLETED: Oct. 10, 1979

ESTIMATED PERCENT: OVERRUN / UNDERRUN .006 %

PERCENT OF AUTHORIZATION: 69 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 PICKUP TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	69° CLOUDY	0		
MONDAY	75° CLEAR			
TUESDAY	81° CLEAR			
WEDNESDAY	81° CLEAR			
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 18 1979
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Olsen
[illegible]
Berg
[illegible]
Widmer
Deboer
Church

RESIDENT BRIDGE ENGR.
RECEIVED
OCT 1 1979
JERRY C. STREET
☐ ☐ ☐ ☐

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 7 SUNDAY	NO ACTIVITY
Oct. 8 MONDAY	NO ACTIVITY
Oct. 9 TUESDAY	NO ACTIVITY
Oct. 10 WEDNESDAY	Patched sidewalk on northeast corner where wood pole was removed. Extra work order No. 1: Replaced section of concrete sidewalk in front of fire station where wood pole was removed.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract work and extra work completed October 10, 1979.
This is the final weekly report.

SIGNED Don Burlette LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

8857

B

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 29 '80
REFER TO
FOR

Info	Inves	R/D	D/R	S.E.	Act	File
						✓

DATE: September 28, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-000C(6)

Contract 8857, Work Completed September 18, 1979

Project SE Bybee Blvd. @ SE 23rd Ave.

Highway FAU 9760 (City Street)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-14-80

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
FEB 28 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Gier
Richards
Berg
Inloes
Widmer
Gebauer
Church

8957

Form 734-1191 (Rev. 5/77)

**OREGON STATE
HIGHWAY DIVISION**

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-14-79	CC-1983		326-1010-295

BILL TO: Code:

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204
Attn: John Lang, Hwy. Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial Transfer of the Advance Deposit for Construction on S.E. Bybee @ 23rd Avenue, IX-000C(6)			

Advance Deposit Amount	$2,530.00
Advance Deposit Previously Transferred to Highway Fund	$ - - -
Balance	$ 600.00
Transfer to Highway Fund	$1,930.00
Refund Due	$

Amount Due $

Submitted by: Fred Hildebrandt
F. Hildebrandt

Partial or final request for billing Partial

Approved:

Number of the previous request in connection with this service.

SP*35736-734

8957

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-74	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 2-8-79	ate Oregon County Multnomah Project No. IX-000C (6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. Area (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-6-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	10-25-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 50,059.00	FEDERAL FUNDS $ 42,934.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator FEB 08 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 17, 1979

Federal Aid Project
No. IX-000C (6)

S. E. Bybee Blvd. at S. E. 23rd Ave.
FAU 9760 (City Street)
Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering — All Required — $ 8,730.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 750.00
Temporary Signs	179 Sq.Ft.	4.00	716.00
Flagmen	40 Hour	24.00	960.00
Traffic Signal Installation, Complete	All Required		33,513.00
	Subtotal		$ 35,939.00
	Engineering		4,510.00
	Engineering (Controller Testing)		880.00
	Total		$ 41,329.00

Length of Project - - - - - - - - - - 0.00

Summary of Funds 85.77%

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 8,730	$ 7,487	$1,243
Traffic Signals	41,329	35,447	5,882
Total	$50,059	$42,934	$7,125

Group 1 100%
Contract No. 8857
Prefix 326-1904
Prefix 326-1010

8857

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1979

Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8857 for traffic signal installation on S.E. Bybee Boulevard at S.E. 23rd Avenue in Portland, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr
Enclosure

cc: Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

bc: C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt

L. E. George

James Wilson, Bureau of Traffic Engr.
City of Portland
720 S.W. Main Street
Portland, OR 97204

TICE ELECTRIC ELECTRICAL CONTRACTORS

2139 S.E. Belmont Street
Portland, Oregon 97214

Transmittal Memorandum

To Oregon Transportation Commission
Date January 17, 1979
Department of Transportation
Address Highway Division
Job
121 Transportation Building
City Salem, Oregon 97310

We are forwarding the following:

☒ Attached ☐ Under Separate Cover

Drawing No.	No. of Copies	Title or Description	Date
	2	signed Contract & Bond (8857)	
	2	signed Contract & Bond (8861)	

Remarks:

RECEIVED
JAN 18 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please:

☐ Transmit to approving authority.

☐ Check for approval.

☐ Return ________ copies to this office.

TICE ELECTRIC COMPANY

By G S Gregersen
Gordon S. Gregersen

cc: 1732 file
1733 file

88

bc James Wilson
Bureau of Traffic Engr.
City of Portland
420 S.W. Main Street
Portland, OR 97204

C. T. Keasey
Robert Church
Walt Hart
Ed. Hardt
L. E. George
SAIF
Fran

January 9, 1979

Tice Electric Co.
2139 S.E. Belmont St.
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for traffic signal installation on S.E. Bybee Boulevard at S.E. 23rd Avenue in Portland, Multnomah County, for the sum of $35,939 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Portland and the Federal Highway Administration and when the sum of $2,530 is deposited by the City.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8857.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 20, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

2257

December 15, 1978

City of Portland
400 SW 6th Ave.
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On December 14, 1978 a satisfactory bid was received from Tice Electric Co., 2139 S.E Belmont St., Portland, Oregon 97214, for upgrading traffic signals on the S.E. Bybee Blvd. @ 23rd Avenue FAIX. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$35,939.00
Signal Controller Testing	880.00
4½% Contingencies	1,656.86
(10%) Engineering	3,681.90
ESTIMATED TOTAL COST	$42,157.76

City's Advance Deposit:
6% of $42,157.76 = $2,529.47 or say $2,530.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 7, 1979.

Please make your check for $2,530.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Gerald W. Wimer
Local Government Manager

FH:dmc
cc: CRAG, Denton Kent, (Exe. Director)

bc w/AD#562: Region M Federal Aid Specialist
Vern Skoog-Please return completed AD#562 when check is received.

Check Received
1-9-79
Ron notified
Cont. Awarded.
H.

8827

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-000C(6)
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM NO.	
ITEM NO.	80032
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	10-25-78
DATE AUTHORIZATION EFFECTIVE	11-21-78
FEDERAL ROUTE NUMBER	FAU 9760, 9761 & 9765
STATE ROUTE NUMBER	City Streets

GENERAL LOCATION:

S.E. Bybee at 23rd Ave.

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's November 20, 1978, request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,474 - Federal Funds $42,433.

A signed copy of the Title Sheet is returned herewith.

Swan
12-19

DATE	11-21-78
SIGNATURE OF APPROVING OFFICIAL	G. K. Hossner
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1978 - 328-787

Robert A. Burco DIRECTOR OF TRANSPORTATION
Fred B. Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

8857

Portland

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/15/78
Donald L Mount

12-14-75 Bid Letting ______ All Clear Deadline

SECTION SE Bybee Blvd @ SE 23rd [redacted]
Highway FAU 9760
County Multnomah Region M
Type of Work Signal Funds FAI - X
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	FHPM 7-7-2 para 10e
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9857

726

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-1-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-000C(6)
Project Name S. E. Bybee Blvd. at S. E. 23rd Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 1st day of November, 1978

City of Portland

CITY TRAFFIC ENGINEER

CC: D.E SWAN
C.T. KEASEY
R. TRYGSTAD

Certified By:

Regional Right-of-Way Supervisor
Date November 3, 1978

RECE
SEP 29 1978
BUR.
TRAFFIC E

RECEIVED
NOV 2 1978
Metro R/W Dept.

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Section S.E. Bybee Blvd. at S.E. 23rd Ave. Programming Estimate $ 57,000 Km.

Highway FAU 9760 (City St.) Project Length —

County Multnomah 10-18-78 Completion Time 220 Cal. Days

Kind of Work Traffic Signals

Prefix 326-1904 FA Project No. IX-000C(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 43,209.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
✓ Permanent Pavement Striping	$775
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
✓ Signal Controller Testing	$880
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 1,655.00

	$ 44,864.00
Contingencies (4-1/2%)	2,018.88
Engineering (10%)	4,486.40
~~SUBTOTAL~~	$
Credit for	
Estimated Net Authorization, Construction	$ 51,369.28

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1
Date Oct. 18, '78

Section S.E. Bybee Blvd. at S.E. 23rd Ave.
County Multnomah

Kind Of Work Traffic Signals
Length —
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All		1,235-
	Temporary Signs		Sq. Ft.	179	6-	1,074-
	Flagmen		Hour	40	22^{50}	900-
	Traffic Signal Installation, Complete		All	All		40,000-

STATE OF OREGON
1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: IX Fund Transfer
Item No, 80032
Project No. IX-000C (6)
S.E. Bybee @ 23rd & S.E. Tolman @
Milwaukie & @ 17th Sec.
Multnomah County

We request transfer of Interstate Substitution General Funds for construction of the "SE Bybee Blvd. @ SE 23rd Ave. Unit" of the subject project, as we intend to request PS&E authorization November 17, 1978. This action will involve an estimated total cost of $60,000 with Federal funds in the amount of $51,400.

During preliminary engineering Tri-Met route changes nullified warrents for signals at SE Tolman at Milwaukie and SE Tolman at 17th Ave. Therefore, these two signals will not be needed as originally anticipated.

JLG:pf

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

9-6-78
Max Klotz to Swan
Aug. 30, 78.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

7

INTEROFFICE MEMO
Metropolitan Branch Portland

TO: D.E. SWAN
Project Management

DATE: August 30, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Request for Construction Programming
S.E. Bybee Blvd. at S.E. 23rd Ave.
City of Portland

The subject signal project has been submitted to the traffic section for final engineering. Would you please initiate the Request for Programming 103e(4) funds to cover the construction.

The final total construction cost estimate just received from the traffic section is $48,900. In order to cover a possible higher bid and overrun, I believe $60,000 should be requested.

This signal was one of those that was originally requested for transfer money funding by the city of Portland. The city now finds that because of Tri-Met route changes, the other two signals of the original request, S.E. Tolman at Milwaukie and S.E. Tolman at 17th Avenue, will no longer be needed.

The attached letter from John M. Lang, Chief, Bureau of Streets & Structural Engineering, requests the unneeded signals be deleted from the requests. In order to eliminate possible confusion, we should also remove the signals from our PMS run.

js

cc: J.H. Versteeg
L.E. George
C.T. Pietrok

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 31 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

326-1904

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

August 21, 1978

BOB BOTHMAN
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

RE: Signal Replacement
Bybee/17th/Milwaukie

Dear Bob:

Tri-Met has determined that they will no longer have a route crossing Tolman Street at 17th and at Milwaukie Avenues. Therefore, signals at these two locations are no longer warranted. The Project Survey Authorization should be amended to remove these two signals, leaving only 23rd at Bybee. Because of this change, the cost is estimated to be $42,900.00 instead of $97,600.00.

Questions concerning this should be referred to Glen Pierce at 248-4643.

Sincerely,

John M Lang

John M. Lang, Chief
Bureau of Street & Structural Engineering

STR:lr

cc: Mike Kyte, Tri-Met
Don Bergstrom, Bureau of Traffic Engineering
Bill Pettis, CRAG
Doug Wright, Bureau of Planning

cc Max Klotz
Chuck Pietrok

[✓ MA] [✓ PPM] PDE TSE SPC
ODOT - METRO
AUG 24 1978
AM PPS [✓ FILE] T/A

8857

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS &
AGREEMENTS No. 6347

Gentlemen:

Attached for your records are two fully executed copies of an agreement to replace fixed time signals with a fully actuated signal on S.E. Bybee Blvd. at 23rd Avenue in Portland.

Also attached are two fully executed copies of an agreement to widen S.E. 39th Avenue at S.E. Stark Street to provide for left-turn movements and upgrading traffic signals.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreements attached)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-6-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-000C(6)

STATE PROJECT NO. See Below

PROGRAM NO.

ITEM NO. 80032

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-6-78

FEDERAL ROUTE NUMBER FAU 9760, 9761 & 9765

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

"SE Bybee at 23rd & SE Tolman At Milwaukie and 17th Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Utility Preparatory Work
☐ OTHER (Specify) TEC NTE $8,730 F.F.-$7,490

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 2, 1977 letter.

DATE 1-6-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

857

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1977

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Governor:

The Columbia Region Association of Governments has approved resolutions (copies attached) covering the use of Mt. Hood Interstate transfer funds for five projects. I recommend your concurrence in the resolutions.

Attached is a draft of a letter to U.S. Secretary of Transportation Brock Adams. I will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Enclosures

cc: Columbia Region Association
of Governments, w/enclosures

bc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
D. H. Moehring

RECEIVED
DOT OPERATIONS
NOV 77
REFER TO
FOR

Info	Answer	R/C	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November [illegible], 1977

The Honorable Brock Adams
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. [illegible]

THROUGH: [illegible] L. Green, Oregon Division Administrator
Federal Highway Administration

Dear Secretary Adams

I request your approval to use Interstate transfer funds for five highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these five projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of resolutions adopted by the Columbia Region Association of Governments covering these requests.

The funding will be matched as follows

		Federal Funds	Matching Funds
Portland Curb Modifications at 5 Intersections (Corner Modification Program)	P.E. & Const.	$ 20,500	$ 3,500
S.E. McLoughlin-S.E. Milwaukie (McLoughlin/Milwaukie Connection)	P.E. & Const.	$362,600	$63,400
S.E. Bybee at 23rd; S.E. Tolman at Milwaukie & 17th (Signal Replacement-Actuated S.E. Bybee and 23rd S.E. Tolman at Milwaukie, at 17th)	P.E. & Const.	$ 83,700	$13,900

COPY

Portland Signal Modifications at 8 Intersections (Signal Modification, Related Lane Treatment)	P.E. & Const.	$113,500	$18,800
Portland Curb Extensions at 28 Locations (Curb Extension Program)	P.E. & Const.	$ 85,800	$14,200

I have directed the Oregon Department of Transportation to process further requests for funding with the Federal Highway Administration.

Sincerely,

Governor

Enclosures

cc: Larry Rice, Columbia Region
Association of Governments

bc: Robert A. Burco, Director
Oregon Department of Transportation
bcc: F. B. Klaboe
H. S. Coulter
R. N. Bothman

8827

DATE: October 6, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the consent calendar for the October 18 meeting will be requests from the City of Portland for approval of eight projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

The requests are for (1) a $24,000 project to modify curbs and five intersections on three streets, (2) a $446,000 project to provide a northbound connection to McLoughlin Blvd. from Milwaukie Avenue, (3) a $97,600 project to replace traffic signals at three intersections on two streets, (4) a $132,000 project to modify traffic signals at eight intersections on four streets, (5), a $100,000 curb extension project at 28 locations on six streets, (6) an $85,000 project to widen S. E. 39th Street for left-turn refuges at S. E. Stark Street, (7) a $227,000 project to construct an underpass to McLoughlin Blvd., and (8) a $225,000 project to construct left-turn refuges on N. E. 33rd Avenue and Broadway Street.

Interstate Transfer funds for these projects are estimated at $1,149,734 with the City of Portland providing all of the required $187,166 of local match.

Those projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

GEZ:lml
Att.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
R. N. Bothman
D. N. Harwell
D. H. Moehring
J. H. Versteeg
E. S. Hunter
V. E. Skoog
George Bell

CITY OF PORTLAND
Proposed Interstate Transfer Project

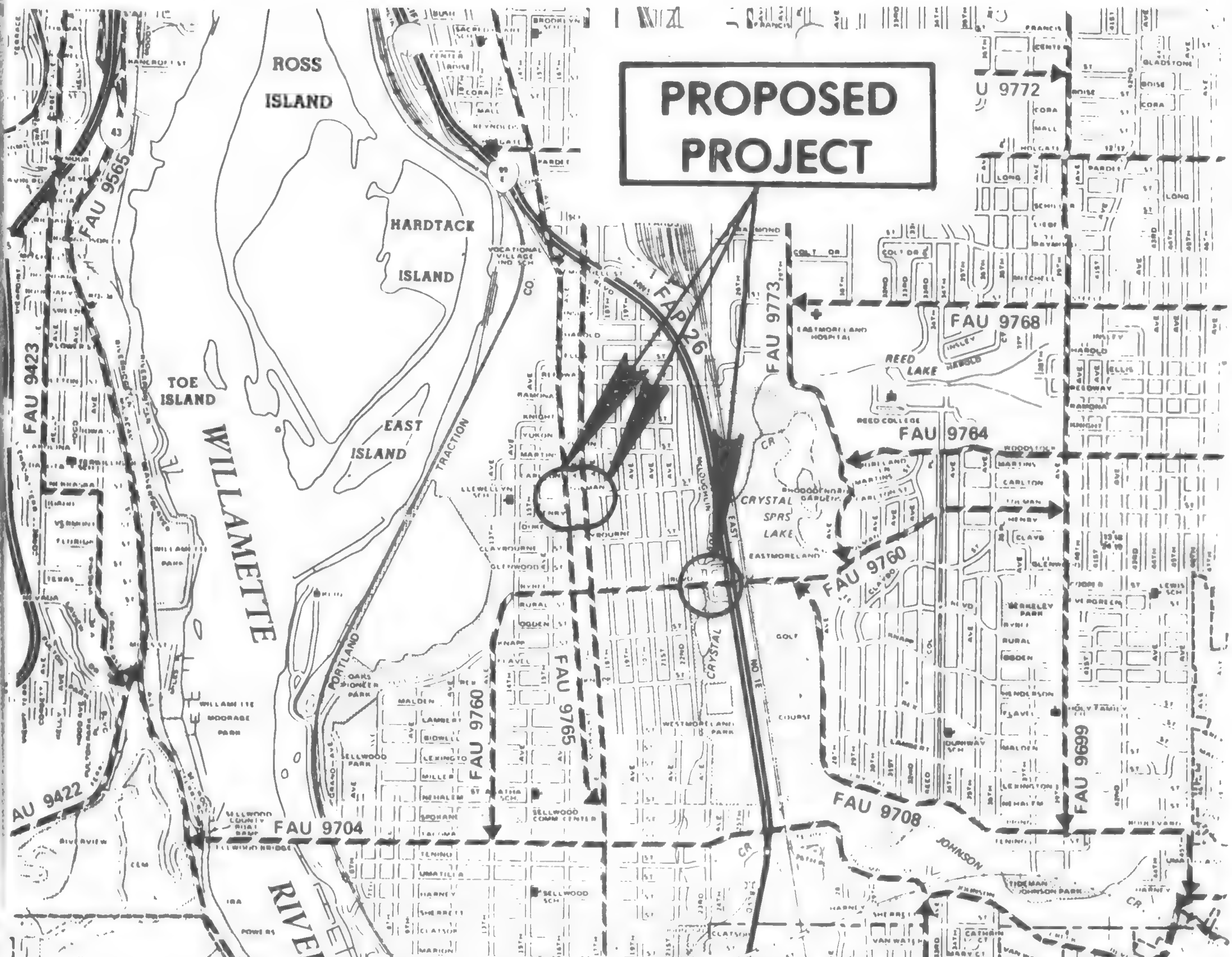
S.E. Bybee Blvd. @ 23rd Avenue, and S.E. Tolman Street
@ Milwaukie and 17th Avenue
Traffic Signals
$97,600

This project consists of replacing fixed time traffic signals with fully actuated signals at three intersections to facilitate the movement of transit vehicles.

City will perform the bulk of preliminary and construction engineering for the project.

All of the local match funds for this project will be provided by the City.

77-h
10/6/77


PROPOSED PROJECT
ROSS ISLAND
HARDTACK ISLAND
EAST ISLAND
TOE ISLAND
WILLAMETTE
RIVER
FAP 26
FAU 9772
FAU 9773
FAU 9768
FAU 9764
FAU 9760
FAU 9765
FAU 9699
FAU 9708
FAU 9704
FAU 9423
FAU 9565
FAU 9422
FAU 9761
FAU 9707
FAU 9703
FAU 9714
FAU 9700
FAU 9702
FAU 9442
REED LAKE
REED COLLEGE
CRYSTAL SPRS LAKE
EASTMORELAND
GOLF COURSE
WESTMORELAND PARK
SELLWOOD PARK
JOHNSON CR
WAVERLY COUNTRY CLUB
MILWAUKIE
Pop 18,030
LEWIS & CLARK COLLEGE
RIVERDALE
PALATINE HILL
ELK ROCK ISLAND
CLACKAMAS
SOUTHERN PACIFIC
MILWAUKIE HIGH SCH

F 8857 BTM0001 2 77-118

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. Bybee ~~@ 23rd, SE~~ Tolman @ Milwaukie & 17th.

Highway City Steeets

County Multnomah - City of Portland

Date September 6, 1977

Authorization No. 1

Survey Prefix 326-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

Three city street intersections; S.E. Bybee and 23rd Avenue, S.E. Tolman and Milwaukie Avenue, S.E. Tolman and 17th Place.

Proposed:

Fully actuated interconnected signals - two phase with pedestrian timing.

Purpose of survey:

City to perform field survey, prepare plans, specification, and estimate State to monitor PE and review plans.

IX-000C(6)
1-6-78

		Estimate of Cost
Field Survey	(901)	100
Citizen Participation	(902)	
City or County	(903)	8,000
Consultant	(904)	
Final Design	(905)	200
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	430
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey (CRAG) . . . $8,730

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Metropolitan Administrator

Recommended for Approval:

Location Engineer

Approved:

Technical Services [illegible] Engineer

SP*23604-734

BEN GIFFORD

8x57

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

August 23, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Signal Replacement
Bybee/17th/Milwaukie (S.E.)
Mt. Hood Transfer Project
Portland Eastside Transportation
Program
City of Portland
Multnomah County

NOTED
E. S. HUNTER

Tri-Met has developed new routing, which requires the entering and or crossings of the heavily traveled arterials of Southeast Milwaukie Avenue, Southeast 17th Avenue, and Southeast Bybee Boulevard. In order to make those crossings as safely as possible while causing minimum delays to arterial traffic, it is necessary to replace the existing fixed time signal installations with fully actuated signals. The specific locations of these proposed replacements are on Southeast Bybee Boulevard at 23rd Avenue, and Southeast Tolman Street at Milwaukie and at 17th Avenue.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action and be included under the Statewide Safety Assessment.

Traffic noise will not be noticeably affected by this project.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Jef Kaiser

RECEIVED
TECHNICAL SERVICES
AUG 23'77
REFER TO

FOR

Info	Inves	M/D	D/R	Sign	Act	File

4257

CRAG RESOLUTION

BD 770709

8-4-77

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	Estimated Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated S.E. Bybee and 23rd S.E. Tolman at Milwaukie, at 17th	97,600	83,940
Signal Modification, Related Lane Treatment Eight Locations--Pedestrian Bus Oriented	132,300	113,780
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By ______________________
Larry Rice, Executive Director

8857

A-95 [illegible]
10e

FEDERAL AID PROJECT REQUEST

Date July 20, 1977

pplicant Agency City of Portland
Request for: Off-System____, FAS-C____, FAUS____ Project E-4 Funds
Federal Aid Route No. * Route Name * see below
Project Name Eastside Transportation Improvements - Signal Replacement Actuated

Project Length S.E. area of City Project Location (Attach sketch map)
Project Description Replace fixed time traffic signals with fully actuated signals on S.E. Bybee at 23rd Avenue and on S.E. Tolman at Milwaukie and at 17th Ave. to facilitate the movement of transit vehicles over improved system routing.

Average Daily Traffic Varies 8,000-12,000 VPD Design Speed Varies 25 to 35

* Bybee	9760
Milwaukie	9765
17th Ave	9761

Complete Applicable Sections:

I. ROADWAY DATA NOT APPLICABLE

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____
Medians____ Parking____
Sidewalks____
Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____
Medians____ Parking____
Curbed____ Length Curb Radii____
Sidewalk/Bikeway____
Remarks Existing roadways will be used without change.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks Existing roadway will be used without change.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Fixed time vehicle signals at S.E. Bybee and 23rd Ave.
Pedestrian actuated signals at S.E. Milwaukie & Tolman and at 17th & Tolman.

2. Proposed Signalization:

Location S.E. Bybee & 23rd, S. E. Milwaukie & Tolman and S.E. 17th & Tolman

Type Fully actuated interconnected
Phases Two phase with pedestrian timing.
Type of Suspension Span wire.
Interconnected 12 conductor overhead.
Remarks

3. Permanent Signing:

Include in project or by applicant? N.A.

4. Permanent Striping:

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks No change proposed in existing illumination.

V. STRUCTURE DATA

1. Existing Structure: NOT APPLICABLE

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: ____________________

Are any utilities to be attached to structure? ____________________

Are provisions for illumination desired? ____________________

Are there any unusual or complicating conditions? ____________________

Remarks ____________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ________ No X

   Name of Railroad ____________________
   Existing Crossing Protection ____________________

2. Will existing railroad crossing be altered? ____________________

   Remarks ____________________

. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Traffic Engineering Office
2.	Environmental	" " " Office
3.	Public Hearing	" " " Office

Remarks ____________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ________ Consultant ________

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No ________

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	88,870.
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	8,730.
PROJECT TOTAL	$ 97,600.

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By ________ By ________

By ________ By ________

By ________

1978 NW St. Helens Rd. ● NW 8858
Bridge Ave. in W Portland.
(Traffic signal)

nyA 6348 9-8-98

2858

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 8-41	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	8-5-80	Project Number TQF-1(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 66,332.00	$ 70,976.00
Federal funds	$ 56,893.00	$ 60,875.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid items, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of August, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. TQF-1(3)

N.W. St. Helens Rd. @ N.W. Bridge Ave. (Portland)
Lower Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$10,500.00
		TOTAL	$10,500.00

Type Code Y031
Traffic Signal

Subtotal of previous estimate of January 15, 1979			$50,071.70

Previous Estimate

Flagman	40 Hrs.	26.73	$ 1,069.20
Permanent Pavement Striping		All Required	550.00
			$ 1,619.20

Revised Estimate

Flagman	97 Hrs.	26.73	$ 2,592.81
Permanent Pavement Striping (S.F.O. #1)		All Required	1,243.24
Construct A.C. Berm (S.F.O. #3)		All Required	300.00
			$ 4,136.05

Increase	$ 2,516.85
Subtotal	52,587.85
Engineering	7,088.17
Engineering (signal controller testing)	800.00
TOTAL	$60,476.00

Length of Project --------------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$10,500.00	$ 9,005.00	$ 1,495.00
Signal	60,476.00	51,870.00	8,606.00
	$70,796.00	$60,875.00	$10,101.00

Group 1-100%
Contract No. 8858
Prefix 26-1909
Prefix 26-1005

8858

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-43		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	2-6-79	Project Number TQF-1 (3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000	$ 66,332
Federal funds	$ 7,720	$ 56,893
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of February, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

Rx for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

file

Federal Aid Project
No. TQF-1 (3)

Oregon State Highway Division
Salem, Oregon, January 15, 1979

N. W. St. Helens Rd. @ N. W. Bridge Ave. (Portland)
Lower Columbia River Hwy. In Multnomah County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00
	Total		$ 9,000.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	130 Sq.Ft.	4.25	552.50
Flagmen	40 Hour	26.73	1,069.20
Traffic Signal Installation Complete	All Required		47,400.00
			49,521.70

Anticipated Items

Permanent Pavement Striping	All Required	550.00
	Subtotal	$50,071.70
	Engineering	6,460.30
	Engineering (signal controller testing)	800.00
	Total	$57,332.00

Length of Project - - - - - - - - - 0.0 mi.

Summary of Funds (85.77)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 9,000	$ 7,720	$1,280
Signal	57,332	49,173	8,159
Total	$66,332	$56,893	$9,439

Group 1 100%

Contract No. 8858

Prefix 26-1909 P.E.

Prefix 26-1005

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-71	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-7-78	te Oregon County Multnomah Project No. TOF-1(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, N.W. Approach St. Johns Br. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-16-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.8

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 7,720.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
By
Act. State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JUN 7 197

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon - June 1, 1978

Federal Aid Project
No. TQF-1(3)

ST. HELENS ROAD @ N.W. BRIDGE AVE. (PORTLAND) SECTION
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,000.00
		$ 9,000.00

Length of Project: 0.0 Miles

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$9,000	$7,720	$1,280
Retain in Program			
Traffic Signals	45,000	38,610	6,390
Total	$54,000	$46,330	$7,670

Prefix 26-1909
Group 1

#2258 7-80

STATE COPY

GOVERNMENT PRINTING OFFICE: 732-620

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7-9-80	REPORT MADE BY C.T. Christianson, A.E.		PROJECT NO. TQF-1(3)
COMPLETION DATE 9-5-79	ACCEPTANCE DATE BY CONTRACT AGENCY 2-29-80	TIME ELAPSED 110 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS 23 CD	LOCATION N.W. St. Helens Rd (U.S. 30) @ Bridge Ave. near St. Johns Br. in Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

St. HELENS RD. @ BRIDGE AVE
COLUMBIA RIVER HWY.
SIGNALS

The purpose of this project was installation of traffic signals of improved safety and operations. The final cost was $61,503 representing a 4% overrun.

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO
Keasey
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7-15
ay

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE CT Christianson C. T. Christianson	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 7-9-80	TITLE Field Operations Engineer — DATE 7-10-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8858

March 4, 1980

Fidelity and Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N. E. Multnomah
Portland, OR 97232

CCN 5
#8858

Gentlemen:

Contract No. 8858 awarded to L. W. Hembree Company for traffic signal installation on N. W. St. Helens Road at N. W. Bridge Avenue in Portland was completed on September 5, 1979, and accepted by the State Highway Division on February 29, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 10, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc L. W. Hembree Co.
1441 S. E. 82nd Avenue
Portland, OR 97216

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, Maryland 20203

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8858

B

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 29 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

DATE: February 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-1(3)

Contract	8858 , Work Completed September 5, 1979
Project	NW St. Helens Rd. @ NW Bridge Ave.
Highway	Columbia River
County	Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-17-79 subject to corrections noted during final inspection.

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
FEB 28 1980
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glen
Richards
Berg
Inloes
Widmer
Gebauer
Church

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
NOV 14 '79
REFER TO
FOR
Info Inves R/D D.R Sign Act File

In Reply Refer to
File No.: CON 5 #8858

November 13, 1979

NOTED
H. S. COULTER

L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

Gentlemen:

Re: Time Extension Request
N.W. St. Helens Rd. @ N.W. Bridge Ave.
Contract No. 8858

Your request for reconsideration of contract time has been thoroughly reviewed and the granting of additional contract time does not appear warranted.

A major delay apparently was the late delivery of the signal controller. The controller was received in our testing unit on July 3, 1979; was tested and approved and you were so notified on July 9. Contract specifications advise you that controller testing will require six weeks. The testing was done in one week for a time savings to you of five weeks. Hence, our ability to expedite the controller testing should have gained sufficient time to return the project to your original schedule, cancelling out the claimed delays due to shop drawing approval. It is apparent that the signal controller delivery was at least four weeks late even after considering and allowing for any delays in shop drawing approval. Nonperformance on the part of a material supplier is a matter between the contractor and his supplier and is not a valid reason for time extension.

Other delays occurred on the project which delayed completion further. The controller was not picked up from our testing unit until July 17 - a delay of some eight days. Signal turn on was delayed some 21 days due to a defective loop and the unavailability of the technical representative from your signal supplier. None of these delays appear to be valid reason for time extension.

The original time extension of 23 calendar days appears to be reasonable and there remains 22 days of liquidated damages on this project. If you wish further discussion, please contact Resident Engineer Hoffman.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Bill Hoffman
Robert Church

Form 734-3122

Kessey
Jackmond 81-734-3030
Hopkins
Williams
Johnson
Olson

RECEIVED
NOV 9 1979
CONSTRUCTION BRANCH

Richard
berg
[illegible]
Widmer
Gebauer
Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 8, 1979

FILE:

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: NW. ST. HELENS RD.@ NW BRIDGE AVE.
Contract No. 8858

TO: BRYANT JACKMOND
Contract Administration Engineer

Attached is a letter from the contractor, L. W. Hembree Co., requesting additional consideration on their time extension request. Their original request was for 45 days, of which 23 were granted. Also attached is a letter from Wayne Schulte, Assistant Resident Engineer, in which he answers some of the claims or statements in the contractor's letter and recommends no further adjustment of contract time. I concur in Wayne's statements and recommendation.

Since we, Region, can neither grant nor deny time, a response from you would probably be more appropriate. If you need more information, or if you want me to respond to the contractor, let me know.

MC/gw

Attachment

cc: Bill Hoffman

FORM 81-334-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Ore. 97266
November 1, 1979

CS RE RME RCE BE
TE RECEIVED RSM
UE NOV - 2 1979 FBC
SO REGION I RBI
TO

FROM: Wayne Schulte
Asst. Res. Engr.

TO: Ed Hardt
Reg. Engr.

SUBJECT: N.W. St. Helens Rd. at
N.W. Bridge Ave.
Contract No. 8858

Attached is a letter from L.W. Hembree Co. requesting we reconsider the adjustment of contract time for above project. The contractor states that late deliveries of materials created problems for them in manpower availability. According to them their labor force was involved in other projects at the time materials became available. This was supposedly due to earlier scheduling committments.

Our analysis of the contractors initial time extention request resulted in granting them 23 additional days due to drawing approval delays. There remained charges for liquidated damages for 22 calendar days. We did not feel late material deliveries caused by suppliers inaction was proper justification for additional contract time.

Based on our Standard Specification 108.09 we must also rule out the contractors latest claim for time adjustment due to labor shortcomings. This specification places the responsibility for an adequate job labor force on the contractor.

If the contractor were to plea and thoroughly document that drawing approval delays caused manufacturer scheduling problems, then these reasons would need to be evaluated. No mention of this is given in the attached letter, however, the contractor has casually discussed the problem by phone with Bill Hoffman.

The contractor indicates in his letter that we wasted about 4½ weeks of contract time before final inspection occurred. In reality the scenario for the wind-up of the project went like this:

August 14	Final checking of signal electrical circuits and installing of pedestrian signal head. Scheduled signal turn-on for August 28
August 15-26	No Activity.
August 27	Installed signal backboards and found defective traffic loop. Canceled turn-on at contractors request.
August 29	Repaired loop and again began wait for signal turn on.
Sept. 5	Signal turned on and operating satisfactorily. End contract time charges.
Sept. 17	Final inspection. No bearing on contract time.

Signal turn-on dates were determined by the availability of the technical representative for the controller manufacturer. It can be seen by the above diary entries that the contractor could have easily met the August 28 turn-on if he had "megged" the loops in sufficient time prior to that date.

It is apparent that proper planning would have enabled the contractor to eliminate the 8 days time charges he incurred between August 28 and September 5. This would not have been sufficient time credits to remove all of the liquidated damages but certainly would have helped. Based on the data the contractor has provided it is our recommendation that no further adjustment of contract time be granted.

Wayne Schulte

Wayne Schulte
Asst. Res. Engr.

Attachments

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

October 25, 1979

Dept. of Transportation
State Highway Dept.
Salem, Oregon 97310
Attn: Mr. Schulte

Re: N.W. Bridge Ave. & N.W. St. Helens Rd., Contract #8858, Job #7310

Dear Mr. Schulte:

In regards to your letter dated October 12, 1979, to extend our contract time by 23 calendar days. We would like you to reconsider for the following reasons.

1. Because our material did not arrive as we organized it when the purchase orders were written in January of 1979, it totally disrupted our production schedule. By this we mean other jobs that were not supposed to get in the way of this job did, so we had to pull our labor off the job back on the job. As you know our labor does not sit and wait for a job to start again, we have to place them on another job. Therefore, when the material did arrive we could not make use of it immediately.

L.W. Hembree Co. asks you to reconsider, we do not believe the delay was our fault and I think you will see we made every effort to get that job done within the limit.

Also, we requested, when we were completely done with the job, a final inspection, which was put off for approximately two and one half weeks, and when the inspection did come, we had a problem with one of the wires we installed in the loops and we repaired that the very next day. We asked for another final inspection and it was approximately two more weeks before this inspection happened.

Thank You,

James M. O'Rourke
Project Manager

cc: Sandy Spear, L.W. Hembree Co.

QUALITY WORK MINIMUM COST

88

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQF-1(3)
St. Helens Rd. @ Bridge Ave.
Contract 8858 Time Extension

Date: October 15, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in the 23-day extension proposed by Mr. Jackmond's October 12, 1979, memorandum.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO [illegible]
orig to
FOR
Info | Invest | R/O | [illegible] | [illegible] | [illegible] | File

8858

2

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.

October 12, 1979

TO: Glen L. Green
Division Administrator

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Time Extension Request
N.W. St. Helens Rd. @ N.W. Bridge Ave.
FAP No. TQF-1(3)
Contract No. 8858

The contractor has requested an extension of contract time due to late material deliveries. The delay claimed due to late shop drawing approval is valid under the terms of the contract and the State will grant a 23 calendar day time extension for that reason. The late delivery of materials is not a valid reason for time extension and no time will be granted for that reason.

In accord with the State's agreement with the City of Portland, shop drawings required approval of both agencies. During the processing of the drawings, they were inadvertently misfiled by the City. This procedure for shop drawings is not routine and it is our feeling that the City should not be penalized for this infrequent clerical delay.

Your concurrence in this 23 calendar day time extension is requested.

OBJ:fr

Att.

cc: H. S. Coulter
Ed Hardt
Willard Hoffman
Robert Church

RECEIVED
STATE HWY ENGR
OCT 15 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1979

L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

Gentlemen:

Re: Time Extension Request
N.W. St. Helens Rd. @ N.W. Bridge Ave.
FAP No. TQF-1(3)
Contract No. 8858

A careful review has been made of your request for additional time on the above project. The contract time is hereby extended by 23 calendar days due to the late approval of shop drawings. The delays due to late materials deliveries appear to be the responsibility of your suppliers and additional time is not granted for the late deliveries.

Should you wish a more detailed review of this matter, please contact Resident Engineer Hoffman.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O.B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Willard Hoffman
FHWA
Robert Church

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8858

TO: Memo to File

DATE: October 12, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.W. St. Helens Rd. @ N.W. Bridge Ave.
FAP No. TQF-1(3)
Contract No. 8858

The contractor on the subject project has requested a 45 calendar day extension of contract time due to slow approval of shop drawings and late material deliveries. Shop drawing approval was delayed and additional time should be granted for this reason. The late delivery of materials appears to be just that and is not a valid reason for time extension.

A detailed analysis of the contractor's request is contained in the attached copy of Assistant Resident Engineer Schulte's. I concur with his findings that 23 additional calendar days be granted due to the delayed approval of shop drawings by the City of Portland, and that no additional time be granted for material delivery delays.

This is a federal aid project and FHWA concurrence is required.

OBJ:fr

Att.

cc:	H. S. Coulter	(w/att.)
	Ed Hardt	
	Willard Hoffman	
	FHWA	(w/att.)

TE RECEIVED RSM
FILE RSC
SO REGION I RBI
TO

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97266
27 September 1979

Wayne Schulte

FROM: Wayne Schulte
Asst. Res. Engr.

SUBJECT: N.W. St. Helens Rd. @
Bridge Ave.
Contract: 8858
Extension of Time Request

TO: Ed Hardt
Region Engineer

Attached for your review are two (2) copies of an Extension of Time Request from L.W. Hembree Co. They have asked for an additional 40 calendar days in which to complete the above contract. Critical dates for the project are as follows:

Date Awarded: 19 December 1978
Day Count Began: 4 January 1979
Work Began: 2 April
Time Expired: 22 July
Work Completed: 5 September

A total of 200 calendar days were alotted to complete the contract. The contractor overran this figure by 45 days and is stating in his request this occurred due to late material deliveries caused by late receipt of approved drawings from the State.

At the pre-construction conference the contractor stated he would submit drawings for major materials to the State by February 15th. He fulfilled this promise by delivering the drawings to us on February 13th. We in turn submitted the drawings to the Salem Traffic Section on that date. On February 22nd, Bud George transmitted the approved drawings to Jim Wilson, C.O.P. After the City Traffic Office was reminded by us that their approvals were needed quickly, the drawings were finally returned. We received them Thursday, March 29th and hand carried the information to the contractor that day. The contractor states in his letter they recieved the data on the following Monday, April 2nd. This we would dispute, although the material could have been circulating in their office for four days.

In our judgement L.W. Hembree should be granted a time extension of twenty-three (23) calendar days. This is based on what we feel was an unreasonably long period taken by the City to review major material drawings. If the State can review and approve the drawings in six work days, as they did, it would be reasonable to expect the City to do likewise. If the City had accomplished this the drawings would have been returned to the contractor on March 6th instead of March 29th.

Delays in arrival of the poles, signal heads and controller, other than those caused by the City's lengthy approval process are a responsibility of the contractor. Our analysis indicates he should be given a 23 day time extension which leaves 22 days upon which liquidated damages would be charged.

Wayne Schulte
Asst. Res. Engr.

WS/dd

Attachments

[illegible]58

Ptl 2

Subject: Narrative Report
N.W. St. Helens Rd. @ N.W. Bridge Ave.
Contract No. 8858

Project: N.W. St. Helens Road at N.W. Bridge Avenue
Class: Traffic Signal
Contractor: L.W. Hembree Company
Began: 2 April 1979 Finished: 5 September 1979
End of Contract Time: 22 July 1979

The signal is at an intersection of a City of Portland street with the Columbia River Highway. Future maintenance is to be by the City.

Traffic Control: Traffic is fast and heavy with many trucks. Westbound traffic from the St. Johns Bridge moves through the intersection. Traffic control was by flagman and lane changes. Three identical accidents occurred at different times involving left turns from Bridge Ave. pulling into the path of Eastbound traffic on the highway. Sight distance was not obstructed in any of these cases by contractors operations.

Traffic Signal: The installation was slow, 45 days beyond the contract time limit. This was considerably due to late delivery of the poles. Two of the pole bases had to be excavated in solid basalt. One of the loop detectors was faulty and was replaced.

The highway division and the City of Portland have a difference of opinion on how the signal should operate. It is designed for a continuous green on the outside Westbound lane with a curb to seperate this lane from the inside Westbound. The City does not like this and cut the green back to stop on each cycle. The State is going to do some lane outlining and run it continuously for a trial period.

W.E. Hoffman
Res. Engr.

Verstoeg
1 Anderson Doc
Christensen
Olson
ey Sullivan copy
Turpin
RECEIVED
OCT 0 3 1979
ROAD DESIGN SECTION
Do Not File ☐
Return To
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Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: N.W. St. Helens Rd. @ N.W. Bridge Ave.
Highway: Columbia River
County: Multnomah

Contract No.: 8858
Prefix: 026 - 1005
F.A. No.: TQF - 1(3)

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
	SUMMARY				
	Bid Items	$	49,521.70	51,106.94	+ 3
	Anticipated Items	$	2,050.00	2,125.00	+ 4
	Contingencies	$	2,320.73	2,320.73	0
	Engineering	$	5,157.17	8,200.00	+59
	Liquidated Damages	$	-	-2,250.00	-
	Total	$	59,049.60	61,502.67	+ 4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

- NONE -

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.W. St. Helens Rd. at N.W. Bridge Ave.		WEEK ENDING: Sept. 22, 1979
		SECTION PREFIX: 026-1005
HIGHWAY: Columbia River		COUNTY: Multnomah
NAME OF JOB: N.W. St. Helens Rd. at N.W. Bridge Ave.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: L.W. Hembree Co.	CONTRACT NUMBER: 8858	FEDERAL AID PROJECT NUMBER: TQF-1(3)
DATE OF CONTRACT: Dec. 19, 1978	DATE WORK STARTED: April 2, 1979	ESTIMATED COMPLETION DATE: Sept. 5, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 245
PROJECT AUTHORIZATION: $59,049.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 123
EXCLUSIVE OF ENGINEERING: $59,049.60	ENGINEERING AUTHORIZATION: $5,157.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $51,178.48	ENGINEERING COST TO DATE: $8,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT UNDERRUN 5 %	PERCENT OF AUTHORIZATION: 167 %	DATE PROJECT WAS COMPLETED: Sept. 5, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

RECEIVED
SEP 24 1979
CONSTRUCTION
BRANCH

Keasey	Richards
Jackmond	Berg
Hopkins	Inloes
Williams	Widmer
Johnson	Gebauer
Glenn	Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9/16 SUNDAY	No activity.
9/17 MONDAY	No activity.
9/18 TUESDAY	No activity.
9/19 WEDNESDAY	No activity.
9/20 THURSDAY	No activity.
9/21 FRIDAY	No activity.
9/22 SATURDAY	No activity.

REMARKS

No work being performed on job.
Office work on Semi-Final.

SIGNED Wayne [illegible] LOCATION Portland
W. D. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

U. S. GOVERNMENT PRINTING OFFICE: 1976—625-985

cc: State (H. S. Coulte[illegible]

STATE COPY

U.S. [illegible]ARTMENT OF TRANSPORTATION
F. [illegible]RAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH Marion Craft, Reg. Constr. Engr., Bill Hoffman, Res. Engr., and Wayne Schulte Asst ~~Bill Hoffman~~, Res. Engr., OSHD; and Jim Wilson & Dean Franklin, City of Portland

DATE OF INSPECTION 9-17-79	INSPECTION MADE BY Vincent Tabor, Assistant Area Engineer	PROJECT NO. TQF-1(3)

QUALITY OF WORK* Unsatisfactory	PROGRESS OF WORK See below.	TIME ELAPSED 110 %	WORK COMPLETED 99 %

N.W. ST. HELENS ROAD AT BRIDGE AVENUE

This project provided for installation of fully actuated signals at the subject location. A representative of the contractor, L. W. Hembree Company, was present for this inspection.

Several items were discussed which needed correction before acceptance of the contract work. These included:

1. A drainage weep hole shall be drilled at each pole base as specified in the plans.

2. Island nose lights must be repaired and water drained from each receptacle as necessary to assure operation.

3. Additional asphalt crack filler shall be placed in several of the loop cuts as specified by the plans.

4. Optically programed signal heads must be set to properly direct the separate lane as intended. The contractor's representative will contact the manufacturer to aid in this endeavor.

I have noted from the discussions during this final inspection that there are traffic problems between vehicles going from Bridge Avenue to St. Helens north and traffic in the right lane northbound on Highway 30 where both movements have the right-of-way. I am concerned that this signal as designed may not be able to function effectively given the intersection grades, geometrics, and speeds.

We will review this matter further at the final acceptance stage.

Contract time overran by approximately 15 percent. There will likely be a time extension granted for a portion with the remaining being handled as liquidated damages.

RECEIVED STATE HWY ENGR
SEP 24 '79
REFER TO
FOR
File
Act
Sign
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Info

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

9

#8858 -77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATICN

FEDERAL AID PROJECT NO.
TQF-1(3)

ST. PROJECT NO.
See below

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
80062

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO
6-12 orig Mackina
FOR

Info	Insp	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
11-21-78

DATE AUTHORIZATION EFFECTIVE
5-4-79

FEDERAL ROUTE NUMBER
Primary 1

STATE ROUTE NUMBER
Primary 2W

GENERAL LOCATION:
St. Helens Rd. at N.W. Bridge Avenue (Portland) Section

GENERAL DESCRIPTION OF WORK:
Install 2" Raised Asphaltic Concrete Berm

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 4, 1979, as requested in Mr. Keasey's letter of May 22, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $300 - Federal Funds $257.

DATE
6-5-79

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-012

8858

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

L. W. Hembree Co.
1441 S.E. 82nd Ave.
Portland, OR 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8858 for traffic signal installation on N.W. St. Helens Road at N.W. Bridge Avenue in Portland, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc C. T. Kaasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman
L. E. George

W. [redacted] CO.

To

State of Oregon
State Highway Div
Salem

Transportation Bldg

97310

DATE 1/3/78 SUBJECT NW St. Helens rd & Bridge

FOLD

MESSAGE

Enclosed are the two signed copies of contract & bond for your signature

L W Hembree

Atten CW Head

SIGNED

RECEIVED
JAN 9 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE OF REPLY

REPLY

SIGNED

THIS COPY FOR PERSON ADDRESSED

7258

December 20, 1978

L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for traffic signal installation on N.W. St. Helens Road at N.W. Bridge Avenue in west Portland, Multnomah County, for the sum of $49,321.70. The Commission referred your bid to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8858.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
L. E. George
SAIF
Fran

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-1(3)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80062

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	11-21-78	Primary 1	Primary 2W

GENERAL LOCATION:

St. Helens Road at N.W. Bridge Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $550.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-20-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $61,613 - Federal Funds $52,845.

A signed copy of the Title Sheet is returned herewith.

Swan
enc
12-1?

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-21-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

Fred B. Klaboe
ASSISTANT DIRECTOR FOR OPERATIONS

7858

September 8, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 6348

Gentlemen:

Attached for your files are two fully executed copies of an agreement for installation of traffic signals on the Lower Columbia River Highway at N.W. Bridge Avenue (St. Johns Bridge).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

1 int. made
9-14-78

STATE OF OREGON INTEROFFICE MEMO

Bruce
Will you try and catch this in all future jobs. Ha

TO: D. K. Hofstetter, Traffic Control Engineer
~~W. R.~~ Zirbes, Signal Design Engineer

DATE: March 10, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Timing

Will both of you please work with Mainor Holmes to be sure that we have a standard paragraph in all future traffic signal agreements involving traffic signal installations on the State Highway System in Counties and Cities who have qualifed traffic engineering personnel.

The standard phrase is to involve changes in timing and should be worded such that no change in timing will be made by the local agency without mutual concurrence between the State and the agency. Written consent is not to be required in these instances.

documented

L. E. George
L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: E. L. Hardt
D. R. Adams

NOTED
W. R. ZIRBES

[illegible]

STATE OF OREGO **INTEROF CE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: March 10, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Traffic Signal Agreements

We have just sent (and now recalled) an agreement to the City of Portland for the St. Helens Road-Bridge Avenue signal project. A question was raised by Ron Failmezger indicating that normally we do not require the City of Portland to give us prior written approval when they wish to make a timing change on signals inside the city of Portland. This requirement is set up in Paragraph 2 under "Things to be Done by the City" on this agreement.

It seems the agreement that we have with the City of Portland for the Bridge Avenue signals conforms to the standard agreement form we have for other cities. Note the same wording; i.e., Paragraph 3 under "Things to be Done by the City" for the McKillican at Hood signal in the city of West Linn.

It seems the standard City of Portland agreement is the highlighted paragraph on Macadam at Pendleton agreement, the Macadam signals at three intersections, and the Barbur-Third at Miles signal agreement. This language is preferred by the Traffic Section.

Jon Rose had been advised that the Traffic Section requires the Paragraph 2 on the Bridge Avenue agreement before they will OK an agreement. I'm advised this is not so and it doesn't seem to be consistent with the other agreements that have been executed within the City of Portland. I am hoping you can clear this up.

I note in reviewing the agreements that signals on state highway system in the city of Portland are covered by an agreement almost exactly the same as for signal projects off the state highway system inside the city. This does not seem appropriate to me. I think some control by ODOT should be maintained on what happens to the signal timing on a state highway. The Department is concerned with through traffic on state highway routes, and the City is concerned with local traffic. These two can be in conflict and a mechanism should be set up in the agreement to resolve any conflict. However, there is no reason for ODOT to have control of signals on city streets not on the state highway system.

Col River Hwy Bridge Ave
NW St Helens Rd @ NW Bridge Ave

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
MAR 14 1978
TAA Holmes
File: PM FA
LG OP

Have we obliged Adams?

81-125-1387

I am having Jon Rose retrieve the St. Helens Road-Bridge Avenue signal to have it redone consistent with past agreements.

Would you review the process in the Salem office and perhaps you and I, and Ed Hardt, could meet to discuss possible rewording of the agreements.

DRA/ldo

Attachment

cc: Ed Hardt w/attachment
L. E. George

#8858 HIGHWAY ADMIN 12-16-77 TQF-1(3)

LETTER OF APPROVA ID/OR AUTHORIZA ION

		PROJECT NO. See Below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80062	COUNTY NAME Multnomah PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations,
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-16-77	Primary 1 STATE ROUTE NUMBER Primary 2W

GENERAL LOCATION:

"St. Helens Road At NW Bridge Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ XX PREPARATION Including Utility preparatory work
TEC not to exceed $9,000, F.F.-$7,720
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-2-77 I concur that the subject project is a non major action as set forth in FHPM 7-7-2.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-16-77	V. V. Cupel	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 1, 1977

The Honorable Ted Hallock
State Senator
2445 N.W. Irving
Portland, OR 97210

Dear Senator Hallock:

I wish to acknowledge your letter of August 25 suggesting consideration of a traffic signal at the intersection of N.W. Bridge Street and St. Helens Road. This intersection has been on our statewide traffic signal priority listing for sometime awaiting the availability of funding.

The intersection is currently scheduled for a traffic signal installation during the fiscal year 1979. The Department of Transportation has recently initiated an accelerated traffic signal construction program on a statewide basis. The accelerated program has been assembled on the basis of priority from our statewide listing. The listing and the program will be reviewed to see if it might be possible to include the St. Helens Road and Bridge Street intersection in the accelerated installation schedule.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

cc: D. E. Bergstrom

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt

RECEIVED
STATE HWY ENGR
SEP 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Ted Hallock

2445 N. W. IRVING
PORTLAND, OREGON 97210
TELEPHONE 224-1711

August 25, 1977

Mr. L. E. "Bud" George
Traffic Section
Dept. of Transportation
504A Transportation Bldg.
Salem, Ore. 97310

Dear Mr. George:

Representing westside Portland, I strongly urge the Commission and/or its staff to study very hard the immediate need to install at least one stop-go traffic light at the corner of northwest Bridge and St. Helens Road -- where the St. Johns bridge feeds off onto St. Helens.

It's possible a traffic count, plus pedestrian count will reveal another, more desirable site, but somehow the crossing has got to be made safer for the people of Linnton, who must shop, go to the plywood mill, go to the Community Center, etc. by crossing this arterial full of cars speeding to Columbia County or Sauvie Island -- or, conversely, in a mad rush to get to work in Portland in the morning.

I am well aware that getting a traffic engineer to install a stop light is like pulling teeth; i.e., most engineers want at least one pedestrian fatality as proof of the need for a light. I think that kind of rationale is archaic, as is the concept that we are all subordinate to the motor car, and will appreciate urgent consideration to the study and the light.

Sincerely,

Ted Hallock

Ted Hallock

RECEIVED
AUG 26 1977
TRAFFIC ENGINEERING

CC: Micki Scott
Linnton Community Center

TH/hj

NOTED
L.E. GEORGE

1978 Oregon Slough Br. Sec., 8859
Pacific Hwy., N. Portland
(Barrier)

7-7-80

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7-9-80	REPORT MADE BY C. T. Christianson., A.E.		PROJECT NO. I-5-6 (91)308
COMPLETION DATE 5-31-79	ACCEPTANCE DATE BY CONTRACT AGENCY 11-5-79	TIME ELAPSED 96 %	CONTRACT TIME 150 C.D.
APPROVED EXTENSIONS None	LOCATION I-5 near Hayden Island, N. Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON SLOUGH BRIDGE
PACIFIC HIGHWAY
BARRIER

The purpose of this project was to provide temporary safety barrier commensurate with current traffic volumes and related accident potential. These barriers will remain in service until the planned new structure is under construction.

Final project cost was $358,827 representing an 8% underrum.

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STATE HWY ENGR
JUL 15 '80
REFER TO
Keasey
FOR
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cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-9-80	TITLE Field Operations Engineer	DATE 7-10-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8859

November 7, 1979

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

CON 5
#8859

Gentlemen:

Contract No. 8859 awarded to R. A. Hatch Co. for construction of a barrier on the Oregon Slough Bridge on the Pacific Highway in Multnomah County was completed on May 31, 1979, and accepted by the State Highway Engineer on November 5, 1979.

Final payment in the amount of $4.20 will be released to the contractor after November 13, 1979. The total contract amount is $341,453.19 including $71.36 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Ed Hardt

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

10-25-79

cc: STATE (H S Cov er) STATE COPY

U.S. [illegible]PARTMENT OF TRANSPORTATION
[illegible]ERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. Ten	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Region Constr. Engr; John Howard, Resident Engineer
Jerry Street, Resident Engineer

DATE OF INSPECTION 10-25-79	INSPECTION MADE BY Vincent Tabor, Assistant Area Engineer	PROJECT NO. I-5-6(91)308

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 96 %	WORK COMPLETED 100 %

OREGON SLOUGH BRIDGE SECTION
PACIFIC HIGHWAY

The project provided for the construction of concrete and metal median barrier from the north end of the Oregon Slough structure (sta. 100+00), south approximately 0.6 miles. The work was necessary because of the accident rate along this section.

All barrier sections were constructed in substantial conformance with specifications. Some cylinder breaks were below the recommended 4000 psi compressive strength, but field tests with the swiss hammer showed that the representative sections were of acceptable strength.

Contract time underran several days, and all material certifications have been received from the appropriate manufacturers.

Some field changes were necessary to secure the special metal median barrier to the underside of the Slough structure, and resulted in an overrun of this item.

Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
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REFER TO Keasey
FOR
Info Inves R/D D/R [illegible]

11-2 cif

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

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1-5

Road Design Section 378-6064

John D. Howard
Resident Engineer

September 27, 1979

W. G. Beard
Sign Design Engineer

Oregon Slough Bridge
Pacific Highway
Multnomah County

to all designers
H

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
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Wakerlig

RECEIVED
SEP 27 1979
ROAD DESIGN SECTION

Do Not File ☐
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We appreciate your comments on the Temporary Protection and Direction of Traffic on the above named project and herewith submit our response to them, item by item.

The temporary signs (Type "O") have never, in our opinion, had adequate night time legibility, but this type is required by the "Manual on Uniform Traffic Control Devices". We have required that they be lighted on some projects, but again, when the project is on divided highways illumination of the signs in the median area is difficult.

We had problems in the past with contractors providing used signs to a new project to the extent that we modified the special provisions to state that "Signs delivered to the project shall be either new or in like new condition" (subsection 111.11a). Possibly a similar statement should be made relative to the reflective bands on plastic safety markers and traffic cones. However, this stipulation will not insure that the bands will remain in that condition unless the Resident Engineers enforce the "maintained" statement of subsection 111.01 - which many do not.

Relative to your statements, the contractor considering the bid items for Plastic Safety Markers and Sequential Arrow Signs as equipment rental: Subsection 111.31 states in part "All devices under these provisions are to be and are to remain the property of the contractor". Whether he chooses to rent or purchase the traffic control devices for a particular project is his option. The only times we do not intend for such devices to be, and remain, his property will be spelled out such as we did on the neon lane closure sign.

Regarding the span wire mounted neon lane closure sign at the south end of the project, we did not specify what type of supports were to be used as it was not intended that the sign should remain in that location, but rather that the signs should become the property of the State. They would then be available for use on future projects and could be provided by us to reduce project costs.

WGB:ab
cc: C. T. Keasey
E. L. Hardt
L. Watson

NARRATIVE REPORT

Oregon Slough Bridge Barrier Rail
Contract No. 8859

Temporary Protection & Direction of Traffic

Handling of traffic throughout the project was a prime concern on this contract. The Special Porvisions and traffic plan were adequate; however, the nighttime working hours present special problems. In general the temporary signing was difficult to see and we did not think too effective. If we were doing it again we would like to see the signs on the freeway lighted. The "Plastic Safety Markers" were new and easily picked up with the headlights. Early in the job tubular cones (used) were tried. These looked good in daylight but were found non-reflective and had too small an area. In any case the specifications for a night job should insist the reflective material on cones and barrels be new.

During the three phases of work seven of the "Plastic Safety Markers" were destroyed by traffic. The contractor considered the bid item as rental and figured the State should replace the destroyed barrles. A clarification in the specifications of ownership would be helpful (i.e. - the bid item covers the complete cost of furnishing to the job site the plastic safety markers. On completion of work the markers will become the property of the contractor.)

Sequential Arrow Sign

In this case the bid price is assumed to cover rental, or is it? On Phase I and II a third (extra) arrow was considered necessary for the Swift and Union traffic. A bid item on a per shift basis might have been more flexible.

Working Hours

The specifications gave 12:00 p.m. to 7 a.m. as the working hours for the northbound lanes. The 6:00 a.m. to 7:00 a.m. traffic was too heavy so the hours were shifted to 11:00 to 6:00 a.m. (same as southbound). This worked well except horse racing nights on which the 12:00 p.m. closure was maintained.

Neon Signs

The neon lane closure signs at the request of maintenance were left in-place. The span wire mounted sign at the south end had no detail for its supports. If there is a chance of leaving the sign in-place we would recommend something be shown on the plans.

Construction

The work performed by the contractor on this project was well organized and efficiently performed. The calendar day count started on January 7, 1979.

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Eriksen 1 Watson FW
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Prepare Ltr of reply
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1 Christensen JW
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ROAD DESIGN SECTION

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Actual work started on February 14, 1979. Work on the project was completed on May 31, 1979 with 5 calendar days remaining.

No major problems were encountered. A Price Agreement was necessary to adapt tiedown channels for metal guardrail to fit existing condition of approximately 5" difference in elevation between the bottom of concrete of the two structures. The work was basically performed in three phases shown on the plans. Shoulder barrier along eastside of the Slough Bridge was installed. Work then moved to the median with precast barrier, poured-in-place barrier and metal guardrail across the Slough Bridge. Phase III precast barrier was then installed at Union Avenue onramp to the freeway. The items performed on this contract were very much needed, the money was well spent.

The plans called for "B" AC mix. The type of work involved lended itself to a "C" mix. It would appear we could show either "B" or "C" mix on this type of project.

Precast Barrier Rail

Utility Vault Company of Wilsonville furnished the barrier on this project. One set of cylinders covering over a month period and 80 plus sections failed to make the required 4500 psi. Irregular working hours plus the travel distance make it difficult and expensive to have an inspector present at all pours. Serious consideration should be given to shifting the responsibility of the quality control to the contractor. Require him to make and break the cylinders. Acceptance could be based on his certification plus Swiss Hammer tests.

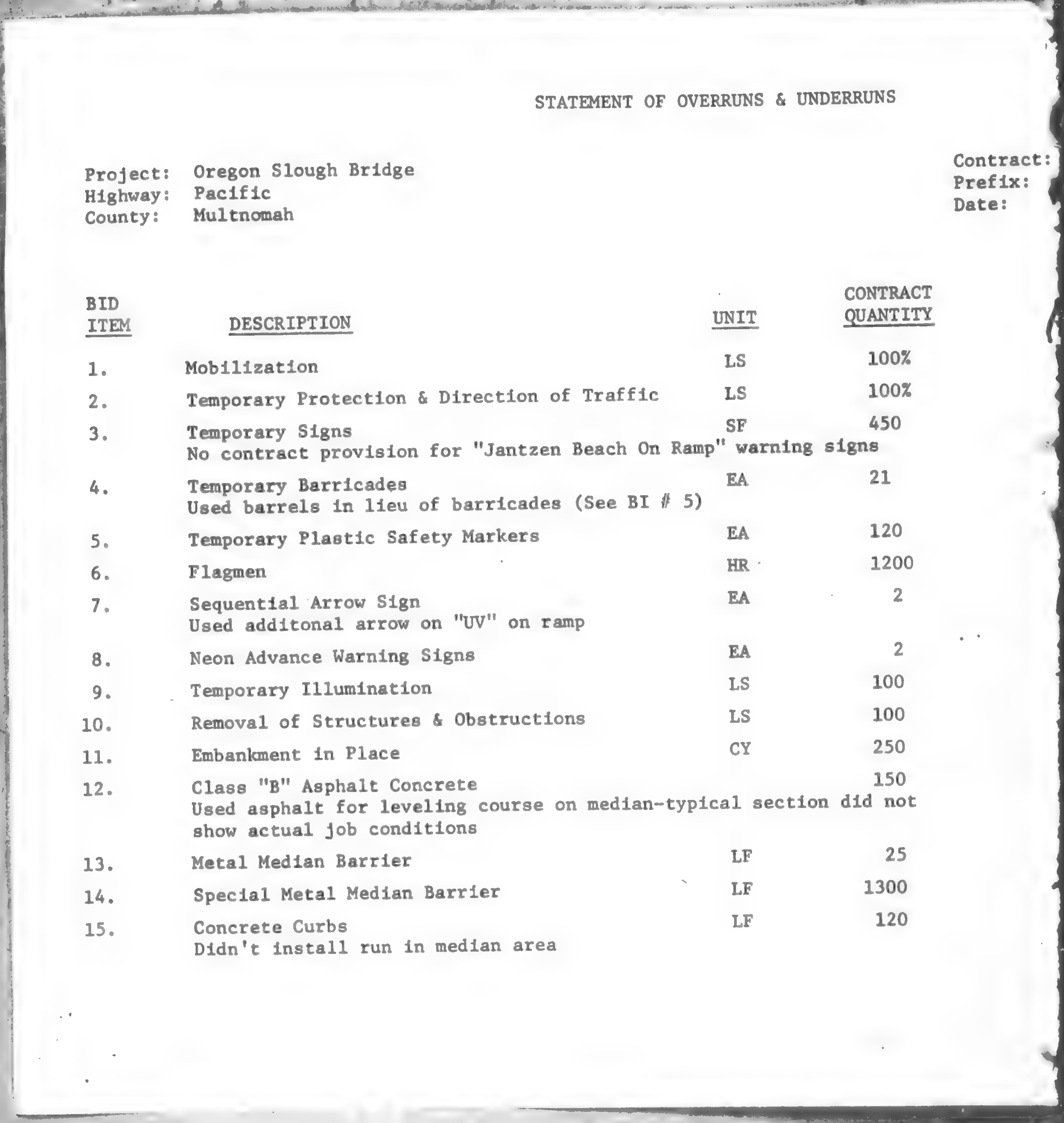
John Howard
JOHN D. HOWARD
Resident Engineer

STATEMENT OF OVERRUN & UNDERRUN

OREGON SLOUGH BRIDGE

I-5-6(91)308 Contract 8859

		ORIGINAL AMOUNT	FINAL AMOUNT	DIFFERENCE
BID ITEMS		$336,345.00	$336,535	-
ANTICIPATED ITEMS		7,100.00	100	-99%
CONTINGENCIES		15,455.03	3,721	-76%
CREDITS	CREDIT	(1,000.00)	1,529	+53%
ENGINEERING		30,910.05	20,000	-35%
TOTAL		$388,810.08	$358,827	-8%



STATEMENT OF OVERRUNS & UNDERRUNS

Project: Oregon Slough Bridge
Highway: Pacific
County: Multnomah

Contract:
Prefix:
Date:

BID ITEM	DESCRIPTION	UNIT	CONTRACT QUANTITY
1.	Mobilization	LS	100%
2.	Temporary Protection & Direction of Traffic	LS	100%
3.	Temporary Signs No contract provision for "Jantzen Beach On Ramp" warning signs	SF	450
4.	Temporary Barricades Used barrels in lieu of barricades (See BI # 5)	EA	21
5.	Temporary Plastic Safety Markers	EA	120
6.	Flagmen	HR	1200
7.	Sequential Arrow Sign Used additonal arrow on "UV" on ramp	EA	2
8.	Neon Advance Warning Signs	EA	2
9.	Temporary Illumination	LS	100
10.	Removal of Structures & Obstructions	LS	100
11.	Embankment in Place	CY	250
12.	Class "B" Asphalt Concrete Used asphalt for leveling course on median-typical section did not show actual job conditions		150
13.	Metal Median Barrier	LF	25
14.	Special Metal Median Barrier	LF	1300
15.	Concrete Curbs Didn't install run in median area	LF	120

STATEMENT OF OVERRUNS & UNDERRUNS

idge

Contract: 8859
Prefix: 626-1029
Date: 6/1/79

	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
	LS	100%	100%	-
ion & Direction of Traffic	LS	100%	100%	-
	SF	450	478	+6%
sion for "Jantzen Beach On Ramp" warning signs				
des	EA	21	18	-14%
ieu of barricades (See BI # 5)				
Safety Markers	EA	120	100	+20%
	HR	1200	930	-23%
Sign	EA	2	3	+50%
row on "UV" on ramp				
ing Signs	EA	2	2	-
ation	LS	100	100	-
ures & Obstructions	LS	100	100	-
ce	CY	250	(215)	-14%
Concrete		150	228	+52%
leveling course on median-typical section did not				
onditions				
ier	LF	25	25	-
ian Barrier	LF	1300	1303	-
	LF	120	64	-47
n in median area				

Statement of Overruns & Underruns, con't.

Oregion Slough Bridge Contract No. 8859

BID ITEM	DESCRIPTION	UNIT	CONTRACT QUANTITY
16.	Concrete Barrier Standard	LF	2910
17.	Concrete Barrier Non-standard	LF	583
18.	Adjusting Inlets	EA	2
19.	Plastic Glare Shield	EA	111
20.	Reflectors	EA	24
PA 1	Furnish Spacers	LS	100
PA 2 & 3	Documentory		
PA 4	Purchase Steel Posts	LS	100

erruns, con't.

ract No. 8859

	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
Standard	LF	2910	3026	+4
Non-standard	LF	583	557	-4
	EA	2	2	-
eld	EA	111	112	-
	EA	24	24	-
	LS	100	100	-
osts	LS	100	100	-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

If Reply Refer to
File No. CON 5

DATE: September 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-6(91)308

Contract 8859, Work Completed May 31, 1979
Project Oregon Slough Bridge
Highway Pacific
County Multnomah

RECEIVED
STATE HWY ENGR
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REFER TO
FOR

Info	Iimes	R/D	D/R	Sign	Act	File
						✓

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-25-79

noted H. S. COULTER

G.K
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
NOV 2 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Berg
Inlees
Widmer
Gebauer
Church

8857

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FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oregon Slough Bridge

WEEK ENDING: June 2, 1979

SECTION PREFIX: 626-1029

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Oregon Slough Bridge

KIND OF WORK: Barrier

CONTRACTOR: R. A. Hatch

CONTRACT NUMBER: 8859

FEDERAL AID PROJECT NUMBER: 1-5-6(91)308

DATE OF CONTRACT: December 19, 1978

DATE WORK STARTED: February 14, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 145

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 97

PROJECT AUTHORIZATION: $388,810.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98

EXCLUSIVE OF ENGINEERING: $357,900.03

ENGINEERING AUTHORIZATION $30,910.05

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $343,445

ENGINEERING COST TO DATE $20,000

DATE PROJECT WAS COMPLETED: 5-31-79

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXX UNDERRUN 4 %

PERCENT OF AUTHORIZATION 64 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	XXXXXXXX Temp Prot	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1 flatbed truck sequencial arrows 1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	overcast showers	1		
MONDAY 28	Overcast showers	1		
TUESDAY 29	Scattered clear	1		
WEDNESDAY 30	clear	1		
THURSDAY 31	clear	1		
FRIDAY 1	clear	0		
SATURDAY 2		0		

Kessey K
Jackmond
Hopkins X
Williams
Johnsen
Glenn

RECEIVED
JUN 4 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	Holiday no activity
TUESDAY 29	Remove construction signing northbound cleanup yard - misc. project 2 electricians remove temporary illumination troughout project
WEDNESDAY 30	cleanup and removal throughout project
THURSDAY 31	AM early - repair northbound neon sign system 8:00 to 4:30 clean up their yard - misc.
FRIDAY 1	No activity
SATURDAY 2	No activity anticipated

REMARKS

Status: All work complete except for minor dressing and backfill south mound

CONCLUDING WEEKLY REPORT

SIGNED John D. Howard LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8859

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STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-34	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 2-6-79	Oregon County Multnomah Project No. I-5-6 (91) 308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 0.11 mi. N. of Portland NCL, S.0.53 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-29-78 11-21-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 381,751.00	$ 352,050.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator FEB 06 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9 SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 16, 1979

Federal Aid Project
No. I-5-6 (91) 308

Oregon Slough Bridge Section
Pacific Highway
Multnomah County

Project Agreement Estimate.

Type Code Y101
Barrier (Sta. "BS" 100+05 to Sta. "BS" 113+72.06= Sta. "LS" 90 to 2 to Sta. "LS" 104+25)

Mobilization	All Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	450 Sq.Ft.	1.00	450.00
Temporary Barricades	21 Each	60.00	1,260.00
Temporary Plastic Safety Markers	100 Each	30.00	3,000.00
Flagmen	1,200 Hour	22.00	26,400.00
Sequential Arrow Signs	2 Each	1,500.00	3,000.00
Neon Advance Warning Signs	2 Each	12,000.00	24,000.00
Temporary Illumination	All Required		10,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Embankment in Place	250 Cu.Yd.	10.00	2,500.00
Class "B" Asphalt Concrete	150 Ton	45.00	6,750.00
Metal Median Barrier	25 Lin.Ft.	30.00	750.00
Special Metal Median Barrier	1,300 Lin.Ft.	70.00	91,000.00
Concrete Curbs	120 Lin.Ft.	7.00	840.00
Concrete Barrier, Standard	2,910 Lin.Ft.	30.00	87,300.00
Concrete Barrier, Nonstandard	583 Lin.Ft.	45.00	26,235.00
Adjusting Inlets	2 Each	200.00	400.00
Plastic Glare Shield Blades	111 Each	20.00	2,220.00
Reflectors	24 Each	10.00	240.00
	Subtotal		$336,345.00
	Engineering		45,406.00
	Total		$381,751.00

Length of Project - - - - - - - - - 0.00

Work Retained in Program Status
(Not included in amounts below)

Adjust Irrigation (E.W.)	All Required	$ 100.00
Illumination, Permanent (Sta. "L" 94+13) (E.W.)	All Required	5,000.00

Federal Funds (92.22%)	$352,050
State Funds	29,701
Total	$381,751

Group 1 100%

Contract No. 8859

Prefix 626-1029

Prefix 626-1403

Oregon Slough Bridge
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 2,000.00

8859

8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

January 29, 1979

R. A. Hatch Company
Post Office Box 201
Bend, OR 97701

Re: Oregon Slough Bridge
FAP No. I-5-6(91)308
Contract No. 8859
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

> "403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
John Howard
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form [illegible]

~~ROBERT W. STRAUB~~
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

R. A. Hatch
Post Office Box 201
Bend, OR 97701

Re: Oregon Slough Bridge
FAP No. I-5-6(91)308
Contract No. 8859
Delete Subsection 403.34 of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
John Howard
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

8859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

R. A. Hosch Co.
P. O. Box 261
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8859 for barriers on the Oregon Slough Bridge of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkw
Enclosure

cc: Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Employers Mutual Liability Insurance Co.
of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc: G. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
John Howard

R.A.Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

December 29, 1978

Mr. Cecil Head
Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: O.S.H.D. 8859
Oregon Slough Br/Pacific Highway

Dear Mr. Head:

Enclosed are executed copies of Contract No. 8859 for subject project.

Very truly yours,

R. A. HATCH CO.

Richard N Hatch

Richard N. Hatch
Vice President

RNH/nlp
Enclosure: Contract

RECEIVED
JAN 2 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8859

December 20, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for a barrier on the Oregon Slough Bridge Section on the Pacific Highway in Multnomah County for the sum of $336,345. The Commission referred your bid to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8859.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
John Howard
SAIF
Fran

CCN 21-2[illegible]
I-5,
Vp.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

December 11, 1978
IN REPLY REFER TO
HFO.6-OR

Mr. Lou Russell
410 N. Hayden Island Drive
Portland, Oregon 97217

Dear Mr. Russell:

Your question to the National Highway Traffic Safety Administration, regarding Columbia Slough Bridge, has been referred to this office for reply. Your inquiry asked what is being done about bottleneck and unsafe conditions at that location on Interstate 5.

Project planning is underway to replace the Oregon Slough Bridge with an 8-lane structure, revise the Union-Swift-Marine Drive interchange and improve the curve on I-5 approaching this bridge. That project will address the merge and traffic weave conditions between two closely spaced interchanges on either end of the bridge. The design will include safety features appropriate for modern freeway facilities. This will improve capacity and safety at the major bottleneck now existing on I-5 in this vicinity. No work is being planned at this time for the Interstate Bridge across the Columbia River.

Project development on a major facility involves considerable agency and community coordination at many levels. Environmental concerns and operational details require detailed study. Because of the effort involved it could be several years before construction gets underway. Because of that time frame, an interim safety project has been advertised for bids and will be underway in a few weeks to provide safety barriers and other features designed to reduce accident occurrences and severity. This temporary project will significantly improve safety for motorists but will not solve travel delays at this "bottleneck".

Both of these projects are being advanced by the Oregon Department of Transportation. Further inquiry can be directed to Mr. R. N. Bothman, Metropolitan Engineer, Oregon Department of Transportation, 5821 N.E. Glisan Street, Portland, Oregon 97213.

I see that your question was submitted at a hearing on October 4, 1978, in Portland. Please accept my apology for the long delay in responding to you.

Sincerely yours,

Original Signed By
G. L. Green
Division Administrator

G. L. Green
Division Administrator

cc:
HNG-33, Office of Engineering
HRA-010, Reg. Fed. Hwy. Administrator

cc: (w/ltr. Herr to Russell dtd. 12-4-78 & Russell's question)
Hunter (ODOT/Salem)
✓Klaboe (ODOT/Salem)
Bothman (ODOt/Portland)

RECEIVED
DOT OPERATIONS
DEC 12 '78
REFER TO
FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

DEC 04 1978

IN REPLY REFER TO:

HNG-33

Mr. Lou Russell
410 N. Hayden Island Drive
Portland, Oregon 97217

Dear Mr. Russell:

The National Highway Traffic Safety Administration has asked this office to respond to your question on the Interstate 5 Slough bridge submitted during a public hearing on October 4 in Portland, Oregon.

Since we do not have detailed information on this bridge in our Washington Headquarters, we are forwarding your inquiry to our field representatives in Portland. They will respond to you as soon as possible.

Sincerely yours,

Lester A. Herr

Lester A. Herr
Chief, Bridge Division

F [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NAME M Lou Russell

ADDRESS 410 N Hayden Island Dr.
Portland, OR. 97217

AFFILIATION

PHONE NO.: Business Home

QUESTION OR COMMENT whats is being done about bottleneck and unsafe Columbia River Slough Bridge on Interstate 5.

11

☐ (Continued on reverse)

10/4

#11 — Got a complaint about inadequate capacity of I-5 crossing Columbia River Slough. Refer to FHWA Reg 10, Portland Trans Planning Agcy, State DOT + Multnomah County Commissioners

OL Milk

8857

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-6(91)308

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80411

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 9-29-78

DATE AUTHORIZATION EFFECTIVE: 11-21-78

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION: Oregon Slough Bridge Section

GENERAL DESCRIPTION OF WORK: Shoulder and Median Barrier

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I concur that the subject project is a non major action as set forth in FHPM 7-7-2, para. 10e.

Mr. Swan's November 20, 1978 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $400,093 - Federal Funds $368,965.

A signed copy of the Title Sheet is returned herewith.

Swan
w/encl
12-19

DATE: 11-21-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-707

Robert A Burco
Fred B Klaboe

8859

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

October 13, 1978

RECEIVED
TECHNICAL SERVICES
OCT 16 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

Attention: Glenn Hossner

Gentlemen:

Re: Oregon Project I-5-6(91)308
Oregon Slough Bridge Section
Pacific Highway
FHWA Ref. No. HFO.6-OR

A meeting was held on Friday, September 29, 1978, with the following in attendance to discuss the subject project.

Glenn Hossner
Cliff Christianson
J. H. Versteeg
Duane O. Christensen
D. N. Stoudenmeyer

Revisions presently being made to the plans were discussed. These entail the elimination of the concrete cap and fill material where two sets of barriers are split around bridge columns and the elimination of several special poured-in-place sections.

There is a total of 4,665 lineal feet of barrier on the project which is made up of 1,300' of steel median barrier, 550' of special cast-in-place concrete barrier and 2,815' of precast concrete barrier. The precast concrete barrier amounts to 60% of the total barrier being installed and it is anticipated that it can be salvaged and reused at a later date.

The future permanent safety project is presently in the planning and environmental impact study phase and is more than two years off. It was agreed that this interim project was justified and should be constructed at this time.

Resumes' of accident experience and notifications of potential hazards from Region 1, Metro and our Traffic Unit are attached as requested. They point up the need for immediate remedial action as an interim solution to the accident problem at this location.

Your approval of the Oregon Slough Bridge Safety Barrier project is requested. A copy of the preliminary plans is attached for your convenience.

Very truly yours,

J. H. Versteeg
Engineering

JHV:jh

8359

STATE OF OREGON

INTEROFFICE MEMO

Technical Services — DEPT.
238-8231 — TELEPHONE

TO: J. H. VERSTEEG
Design Engineer

DATE: October 6, 1978

FROM: TOM SCHWAB
Transportation Analysis Engineer

SUBJECT: Oregon Slough
Safety Work

As requested I am enclosing accident data available in our files which has been developed in the vicinity of the Slough Bridge.

Attached is a collision diagram for all accidents from January 1, 1972 through July, 1976. Also attached is correspondence from Mr. L.E. George which identifies problem areas of high accident locations. I have also enclosed a brief summary of accident experience prepared October 25, 1977.

A study of the collision diagrams reveal many repeat-type accidents at several problem areas. Some of these are a direct result of the physical alignment of the roadway, which can only be reduced or eliminated by major revision to the roadway and ramps. Some accidents shown on the diagram may be eliminated by less costly measures.

pq

cc E. L. Hardt
L. E. George

✓ Versteeg
__ Christensen
__ George
__ Olson
__ Terpin
__ Sullivan
__ Scott
__ Andersen

RECEIVED
OCT 10 1978
ENGINEERING
SECTION

__ Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 28, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: Oregon Slough
Safety Work

TO: R. N. Bothman
E. L. Hardt

In order to support the Oregon Slough median and shoulder barrier safety project the FHWA has requested a resume of accident experience and notifications of potential hazard that you may have in your files.

Could you prepare a resume of information on the accident data available in your files. I plan to ask the Traffic Section to review their accident files for information in support of the safety project.

As requested by Mr. Hossner we will be meeting with Mr. Christianson and Mr. Hossner on September 29 to discuss design alternates and possible less costly solutions.

JHV:jh
cc: Glenn Hossner
L. E. George

MA PDM PDE TSE SPC
ODOT - METRO
OCT 2 1978
AM PPS FILE T/A

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 21, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-5-6(91)308
Oregon Slough Br. Sec.
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

-not in Gen files

I have reviewed the project data submission (Item 80411) and preliminary plans for this project. While I am aware of the potential safety problem of this location, I also see a permanent safety improvement scheduled in approximately two years.

In order to assist in support of this interim improvement, please submit a resumè of accident experience and notifications of potential hazard that you may have in your files.

I would also like to discuss the possibility of a less costly interim solution with your design staff. Your cooperation will be appreciated.

G.K. Hosmer
for G. L. Green

cc:
C. T. Keasey (ODOT)

L.L. GEORGE

[illegible]
S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 26 '78
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

1 Versteeg
Christensen
George
Olson
Terpin
Sullivan
Smith
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 734-3106

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for OREGON SLOUGH BRIDGE

Made by ...... , 19...... Checked by ...... , 19...... Backchecked by ...... , 19......

Salvagable Precast Median Barrier

Shldr Barrier on Structure & into Mound = 1,400 Lin Ft

Median Barrier 91+35 - 94+80 (Into Mound= 350 " "

Median Barrier Around Bridge Cols & to Sta. 104+00 (End of Project) = 1,065 " "

Total Salvagable Precast Barrier = 2815 Lin. Ft

Special Concrete Median Barrier (Cast-in-Place Non Std - 40" High) = 550 Lin. Ft

Special Steel Median Barrier = 1,300 " "

Sub Total = 1,850 " "

Total Barrier on Project = [redacted] Lin. Ft

Total Salvagable Precast Barrier = [redacted] " "

Percent = [redacted] of Total

Tom Schwab.

Collision Diagrams

Hwy 1 307.30 — 308:00

He wants to know about and probably get copies of any Diagrams since Jan 1 1976 for any part of this area.

I am to call him with a report of what may be available.——

J 7-20-78 3:30pm
Target 7-21-78

NOTED
C.I. VISTICA

From Dwayne Hostetter

Send direct to Mr Don Stoudenmeyer
Room 218

A copy of the median Acc
Listing or Diagram for the Slough bridge

In portland I-5.

The Listing or Diagram was made within the last year.

Target 6-9-78

6-9-78

6-8-78

1- Acc-
Nbd - 1-Injury
clr- Dry- Dark

5-8-76 3-AM

For Dwayne – Quickie Quickie
(To be phoned)

I-5 Portland Slough Bridge

1976 Median Accidents

MP 307.49
307.90

1-Arc
da
2/10/77

Type Collisions
Persons Killed
Persons Injured

Note: If not too many, Would like the count for NBd & SBd and composite two-way total.
Also, later Don Staudenmayer may want a CD if it looks like there are sufficient accidents for a CD.

Cal
2/10/77

For Dwayne

5-Yr^{+} CD I-5

N. End Col. Slough Bridge M.P. 306.39

to

Jct Swift Hwy M.P. 307.51

Let me know if we have a diagram covering this section. If not, we're to request assistance. —Dave 10-4-76

10/1/76 pm

Target: Oct 18th

10-4-76

10/14/76
299-Acc

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy and MP 306.37
Highway Number 1 I 5 Thru MP 307.51
Period Covered 1-1-71 7-31-76
Compiled by [illegible] Drawn by ____ Date 10-14-76

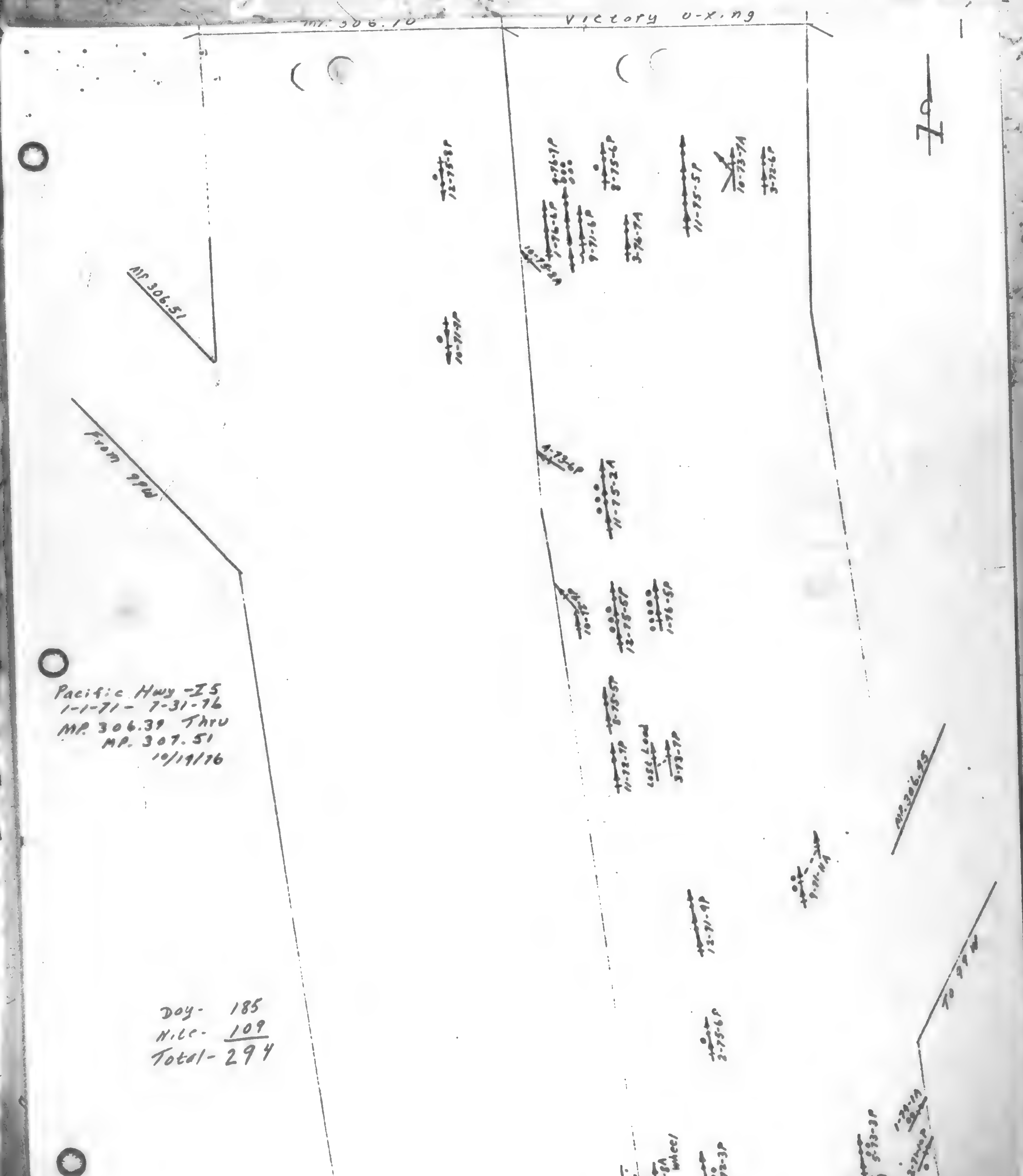
LEGEND

- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◄—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- ◁---- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1971- 1972				1973- 1974				1975				7 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		31	31	62		25	21	46		18	27	45		17	8	25		71	87	178
Sideswipe		2	19	21		3	6	9		1	6	7			2	2		6	33	39
Turning Movement		1	6	7			4	4							1	1		1	11	12
Parking																				
Non-collision			2	2		2		2						2		2		4	2	6
Fixed Object		9	15	29		9	9	18		4	5	9		2	1	3		29	30	59
Pedestrian																			1	1
Backing			1	1																
Misc.		1	1	2			2	2										1	3	4
TOTAL		41	75	119		39	42	81		23	38	61		21	12	33		127	167	294

Form E-261-6-70

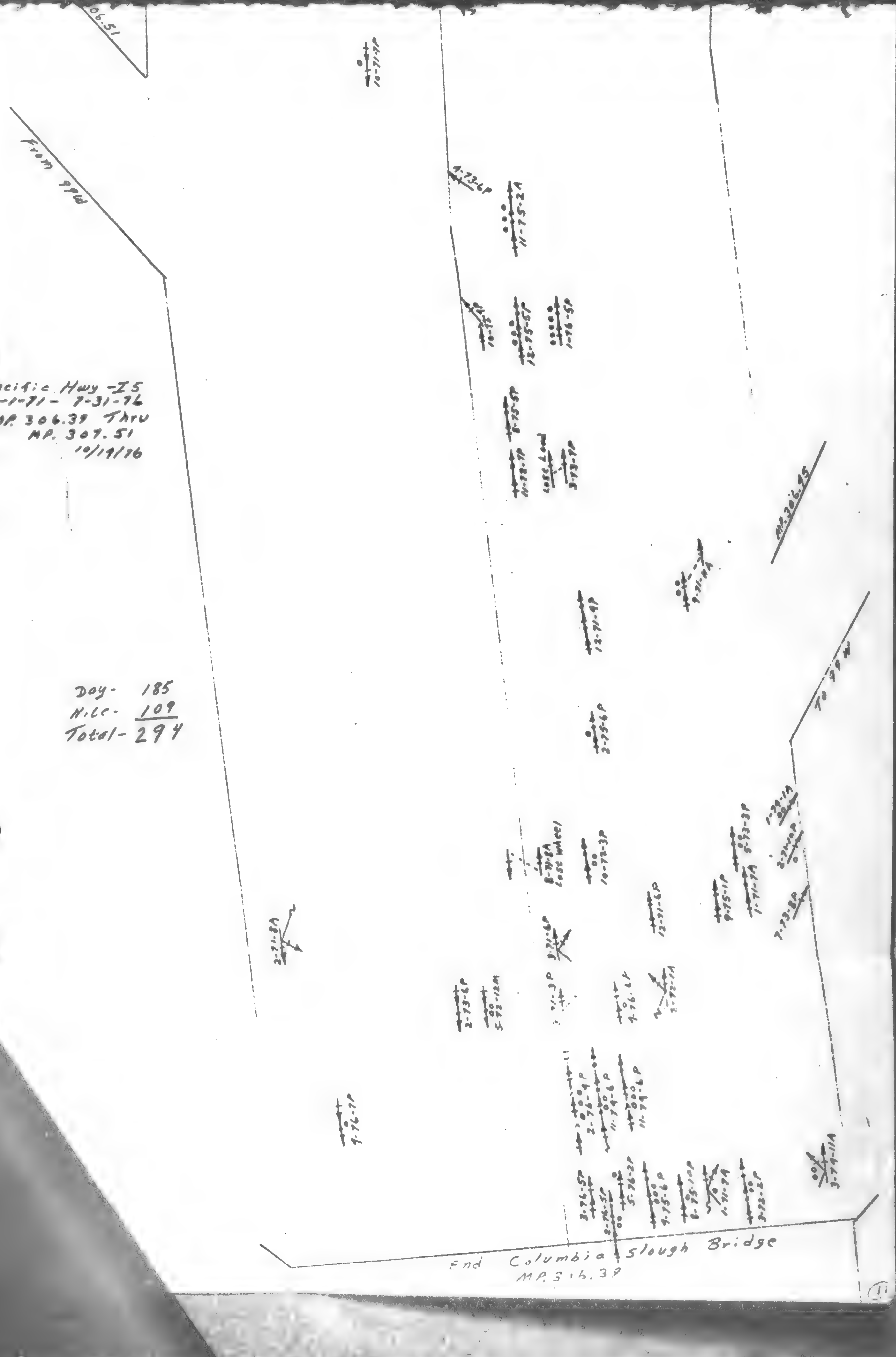

MP. 306.10
Victory O-X-ing
MP. 306.51
From 99W
MP. 306.95
To 99W
N

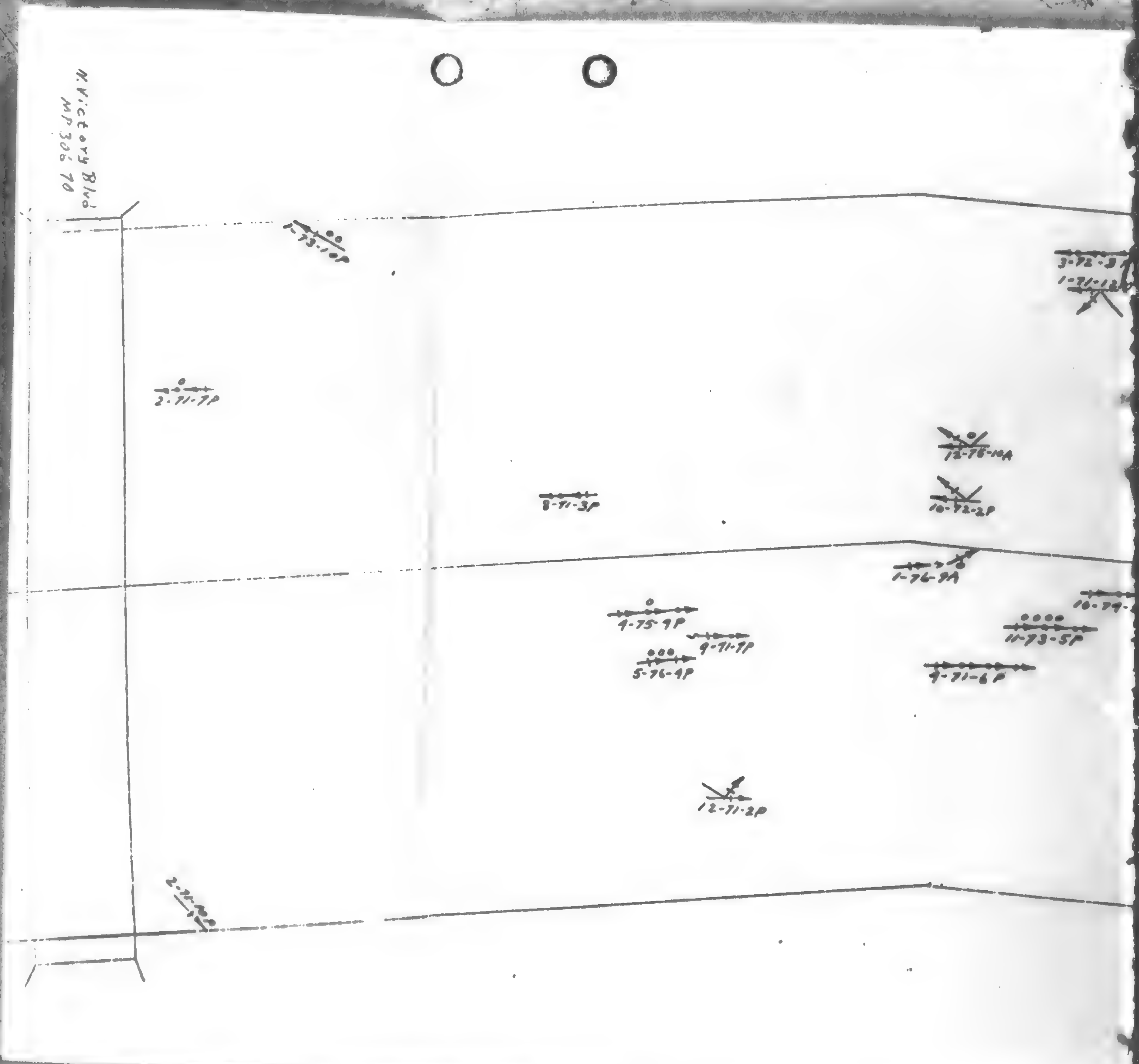
Pacific Hwy - I5
1-1-71 - 7-31-76
MP. 306.39 Thru
MP. 307.51
10/14/76

Day - 185
Nite - 109
Total - 294

Pacific Hwy - I5
1-1-71 - 7-31-76
MP. 306.39 Thru
MP. 307.51
10/19/76

Day - 185
Nite - 109
Total - 294


06.51
From 99W
10-71-7P
4-73-6P
11-75-2A
10-73-?P
12-75-5P
1-76-5P
8-75-5P
11-73-7P
Lost Load
3-73-7P
MP. 306.95
9-71-4A
12-71-9P
To 99W
2-75-6P
8-71-8A
Lost Wheel
10-72-3P
5-73-3P
1-74-1A
2-74-10P
9-75-1P
1-71-7A
7-73-8P
12-71-6P
3-71-8A
9-71-6P
2-73-6P
5-72-12A
9-71-3P
9-76-6P
3-72-1A
9-76-7P
2-76-9P
11-74-6P
11-74-6P
3-76-5P
2-76-5P
5-76-2P
9-75-6P
8-75-10P
10-71-7A
9-72-2P
3-74-11A
End Columbia Slough Bridge
MP. 306.39


N. Victory Blvd
MP 306 70
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2-71-7P
8-71-3P
3-72-3
1-71-12
12-75-10A
10-72-2P
1-76-9A
10-79-
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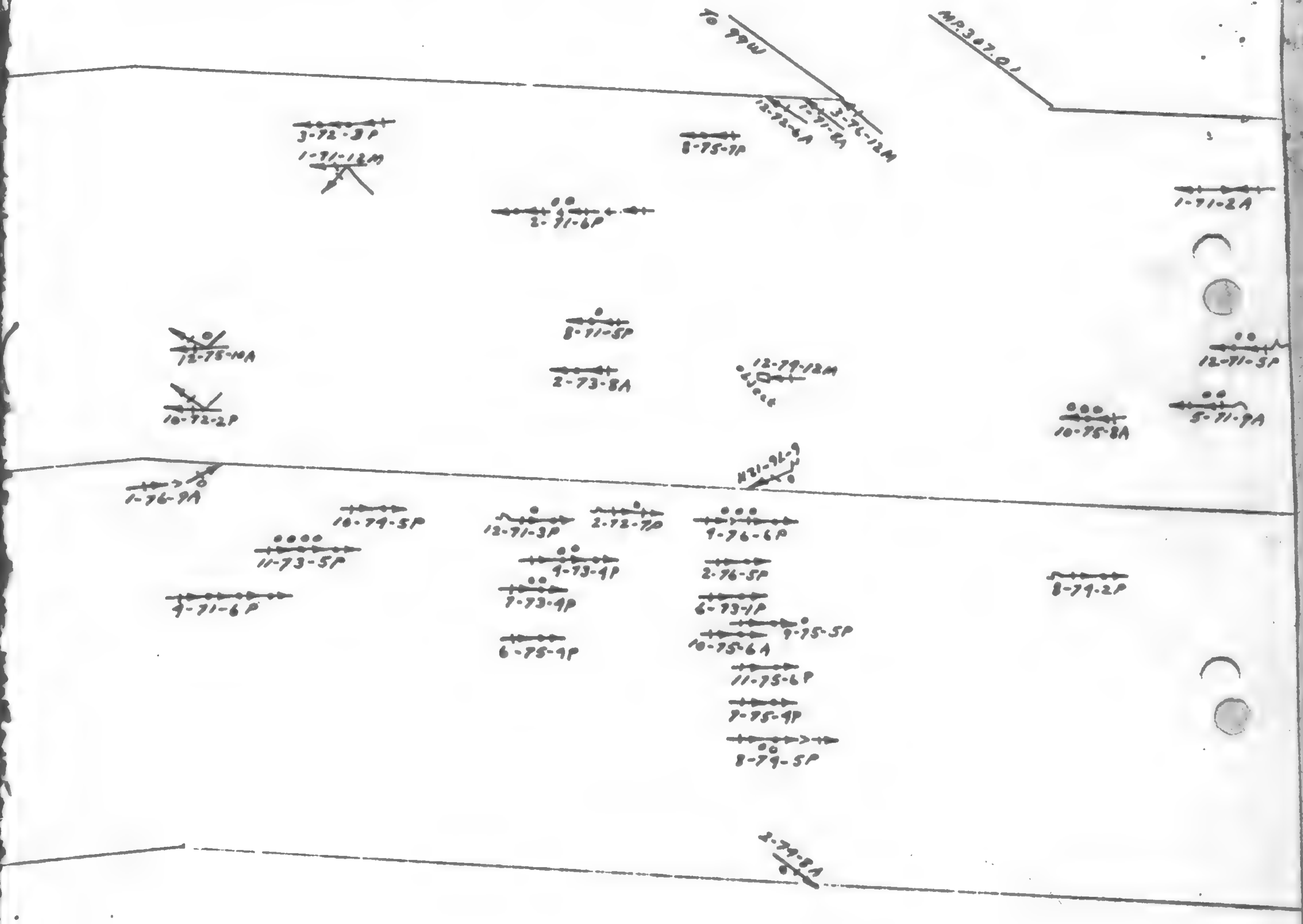
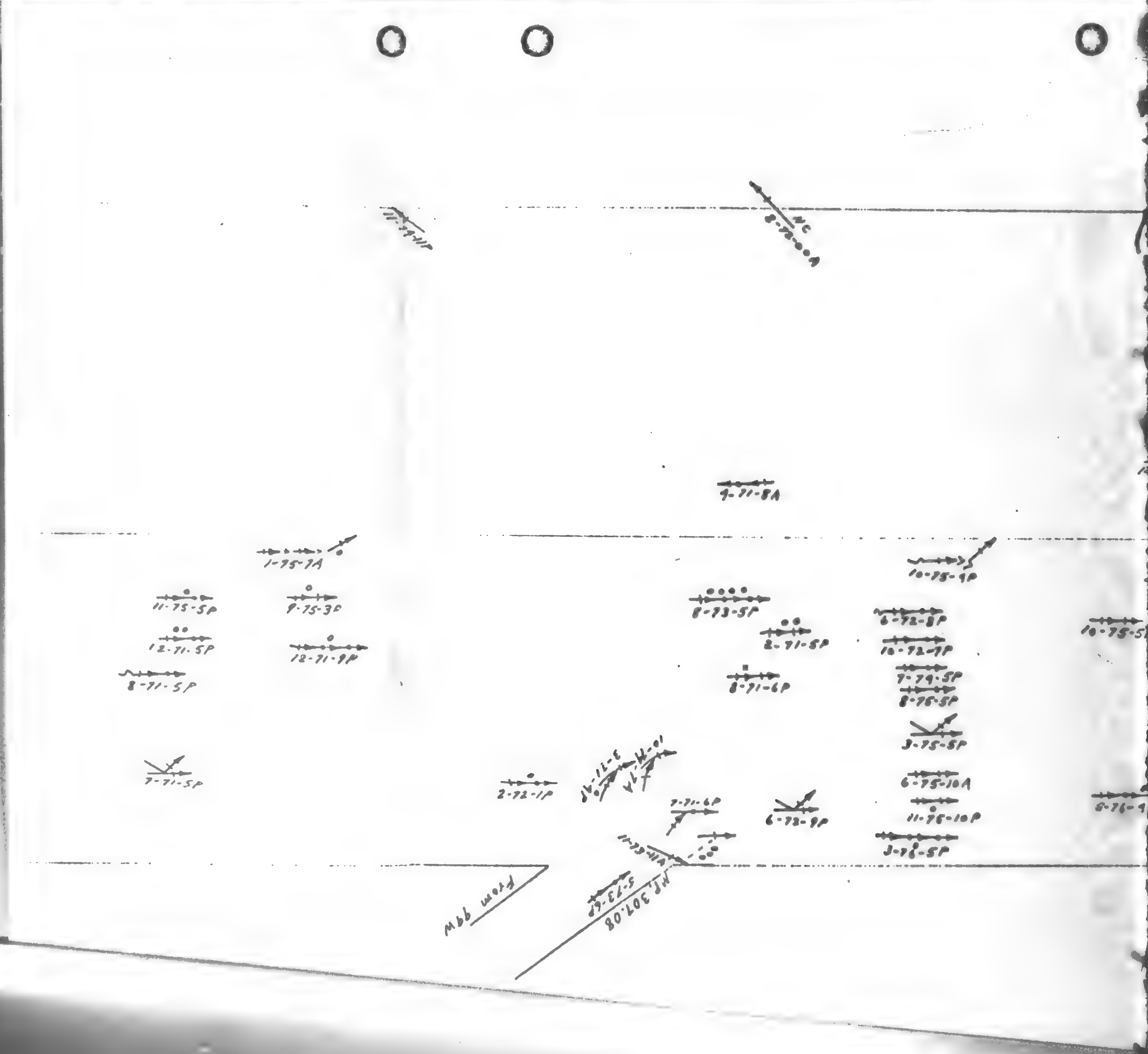
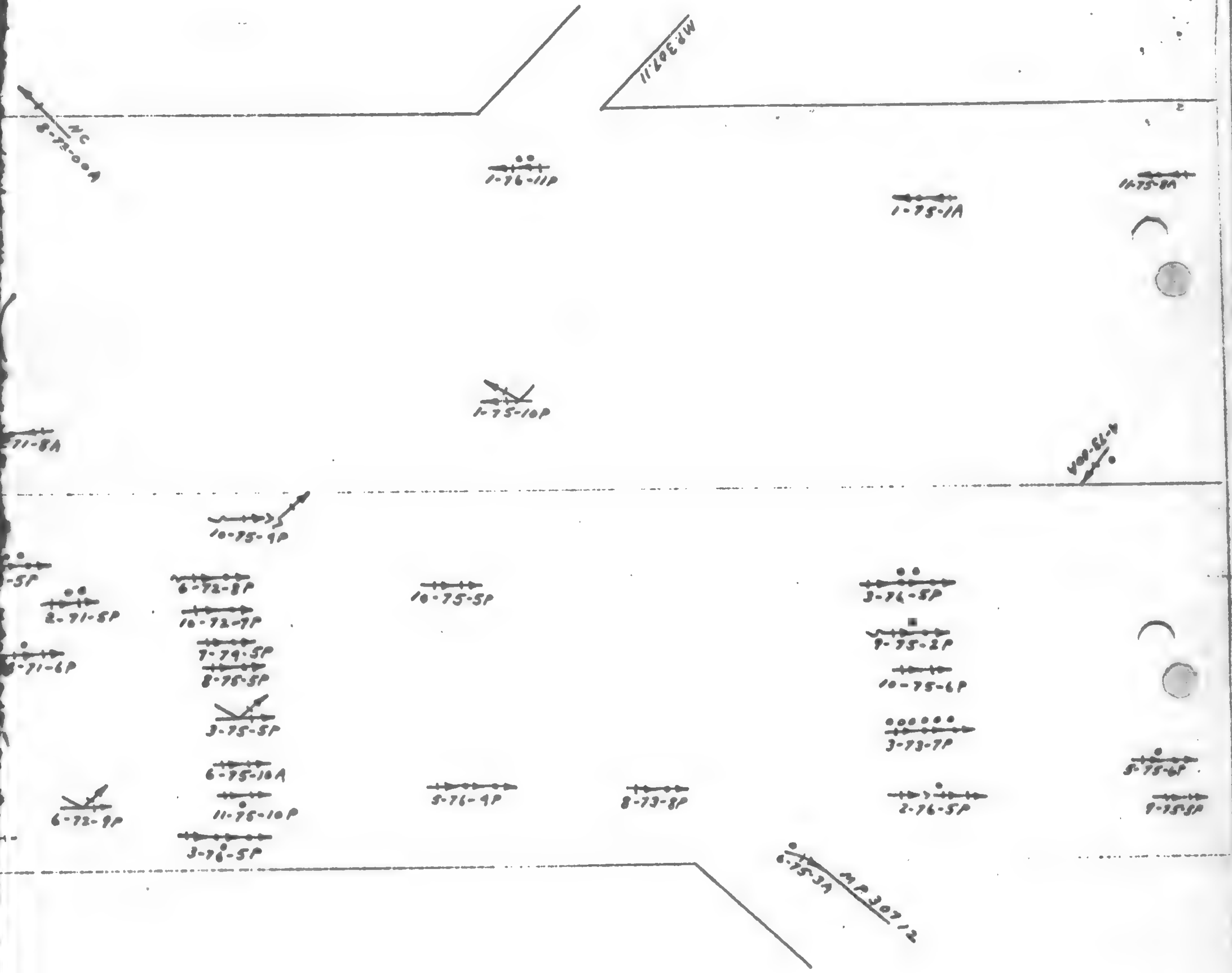
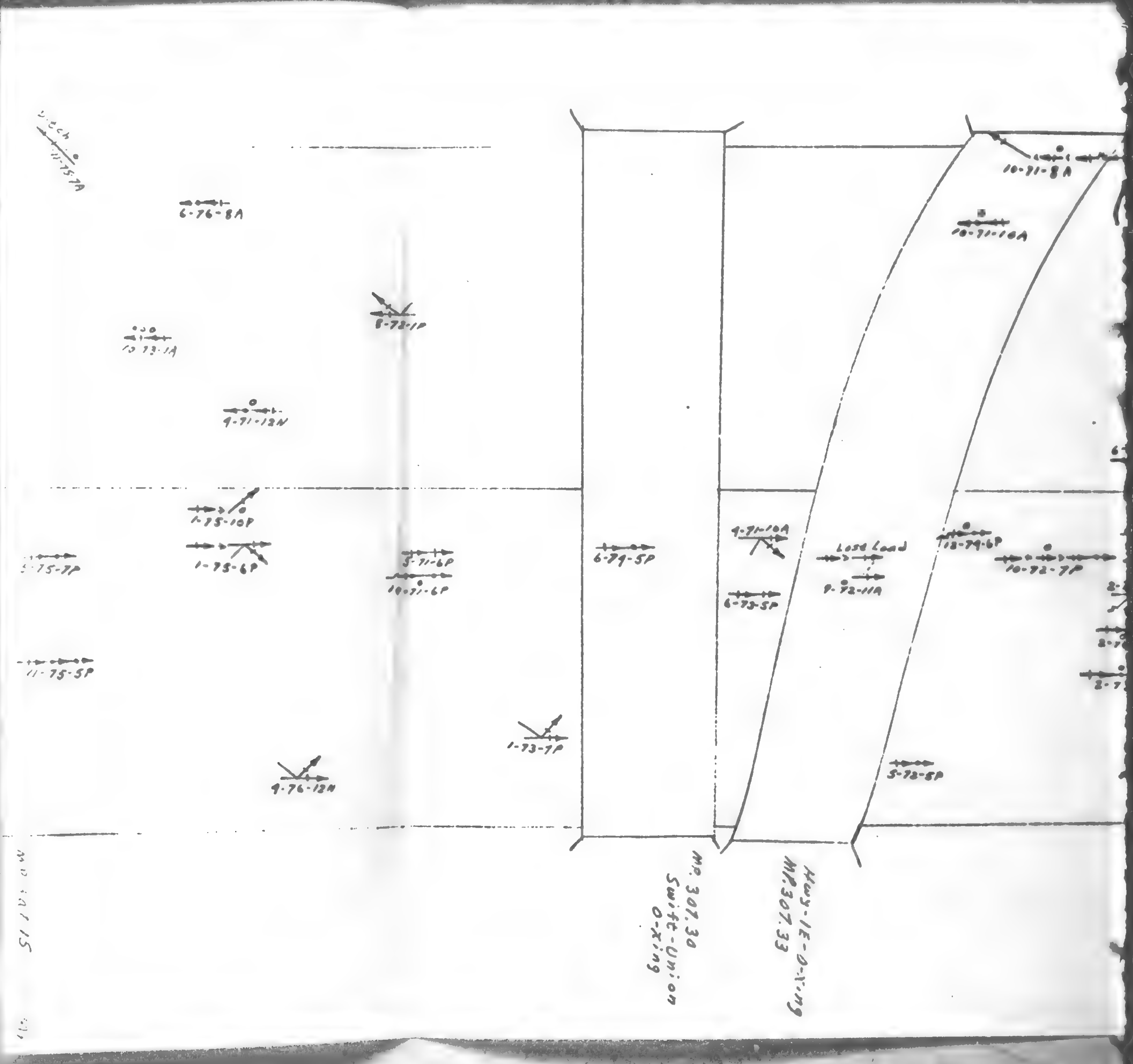
12-71-2P
2-74-10P


TO 99W
MP.307.01
3-72-3P
1-71-12M
12-72-6A
1-71-8A
3-76-12M
8-75-7P
2-71-6P
1-71-2A
8-71-5P
12-75-10A
10-72-2P
2-73-8A
12-79-12M
12-71-5P
5-71-9A
10-75-8A
H21-91-9
1-76-9A
10-79-5P
12-71-3P
2-72-7P
9-76-6P
11-73-5P
9-73-9P
2-76-5P
8-79-2P
9-71-6P
7-73-9P
6-73-1P
9-75-5P
10-75-6A
6-75-9P
11-75-6P
7-75-9P
8-79-5P
2-79-8A


NC
9-71-8A
1-75-7A
10-75-9P
11-75-5P
9-75-3P
8-73-5P
6-72-8P
10-75-5
12-71-5P
12-71-9P
2-71-5P
10-72-7P
8-71-5P
8-71-6P
7-79-5P
8-75-5P
3-75-5P
7-71-5P
2-72-1P
6-75-10A
7-71-6P
6-73-9P
11-75-10P
8-76-9
3-78-5P
From 99W
NE 307.08
5-73-6P
11-73-11A


MP 307.11
NC
8-73-00A
1-76-11P
1-75-1A
11-75-8A
1-75-10P
-71-8A
4-73-00A
10-75-9P
-5P
2-71-5P
6-72-8P
10-72-7P
7-74-5P
8-75-5P
-71-6P
3-75-5P
6-75-10A
11-75-10P
6-72-9P
3-76-5P
10-75-5P
5-76-9P
8-73-8P
3-76-5P
9-75-2P
10-75-6P
3-73-7P
2-76-5P
5-75-6P
9-75-5P
6-75-3A
MP 307.12

7a


Ditch
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6-76-8A
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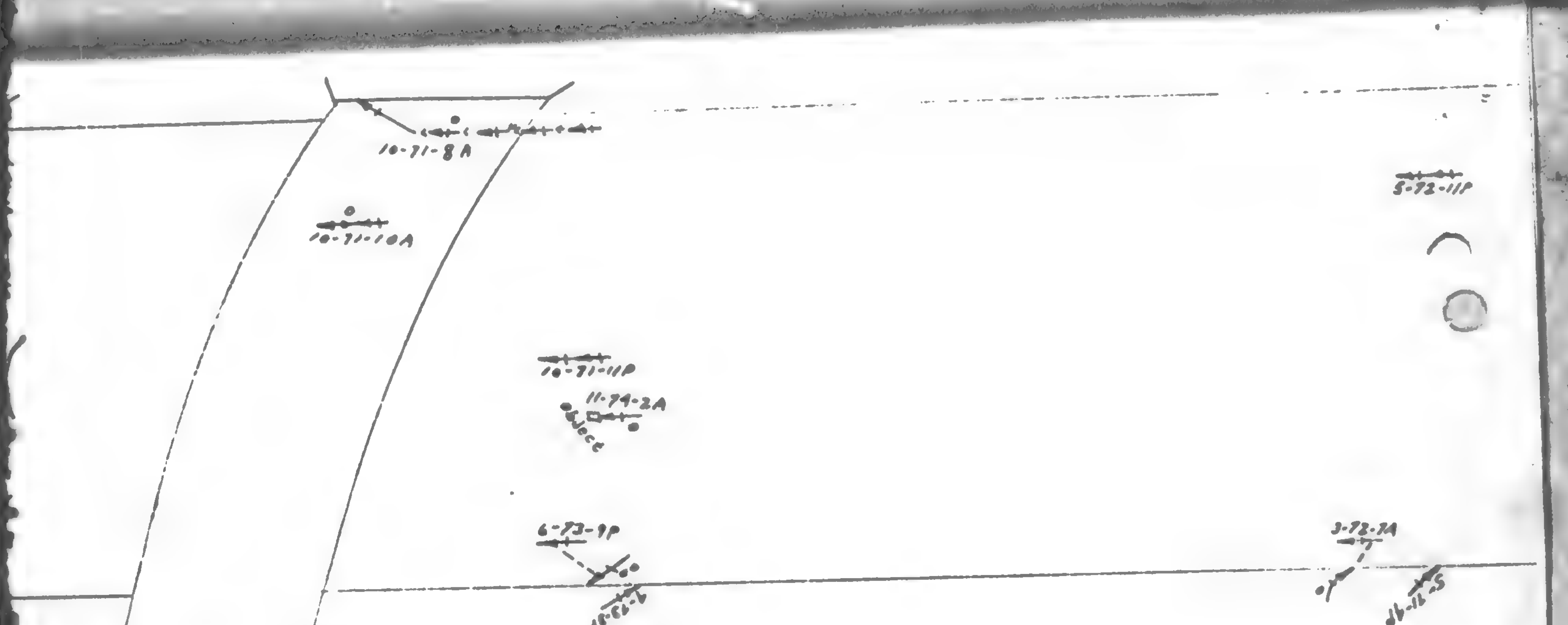
5-71-6P
10-71-6P
11-75-5P
1-73-7P
9-76-12N
6-79-5P
4-71-10A
6-73-5P
Lost Load
9-72-11A
10-74-6P
10-72-7P
10-71-8A
10-71-10A
5-72-5P
MP 307.15
MP 307.30
Swift-Union
O-Xing
Hwy-1E-O-Xing
MP 307.33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1-71-10A
Lose Load
9-72-11A
12-74-6P
10-72-7P
1-75-1P
11-75-12N
2-72-12M
2-76-9P
2-73-5P
5-73-5P
5-72-5P
9-72-7P
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9-71-2A
8-74-5P
9-73-6P
12-75-5P
1-71-10P
3-73-3P
9-74-6P
10-74-5P
7-73-6P
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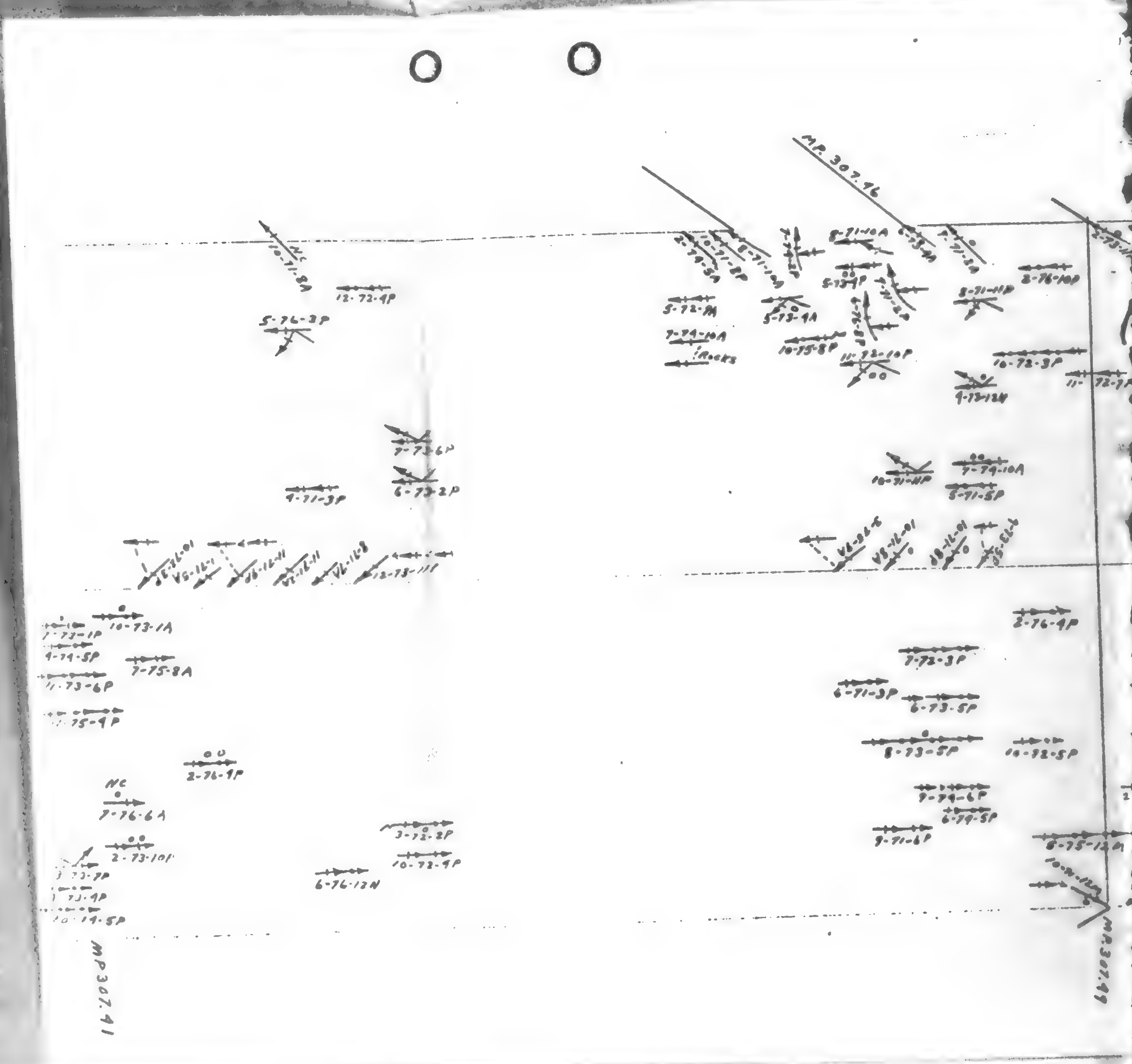
Hwy-1E-0-X-n9
MP 307.33
MP 307.40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12-72-9P
5-76-3P
2-79-5A
10-71-8P
8-71-11A
8-71-10A
6-73-1A
7-71-2A
2-79-1
5-73-1P
5-72-1A
5-73-9A
7-74-10A
Rocks
10-75-8P
11-72-10P
8-71-11P
2-76-10P
10-72-3P
11- 72-7
9-73-12N
7-73-6P
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9-71-3P
10-71-11P
7-79-10A
5-71-5P
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7-73-1P
9-79-5P
7-75-8A
11-73-6P
75-9P
2-76-9P
3-76-9P
7-72-3P
6-71-3P
6-73-5P
8-73-5P
10-72-5P
NC
7-76-6A
9-79-6P
6-79-5P
3-72-2P
2-73-10P
9-71-6P
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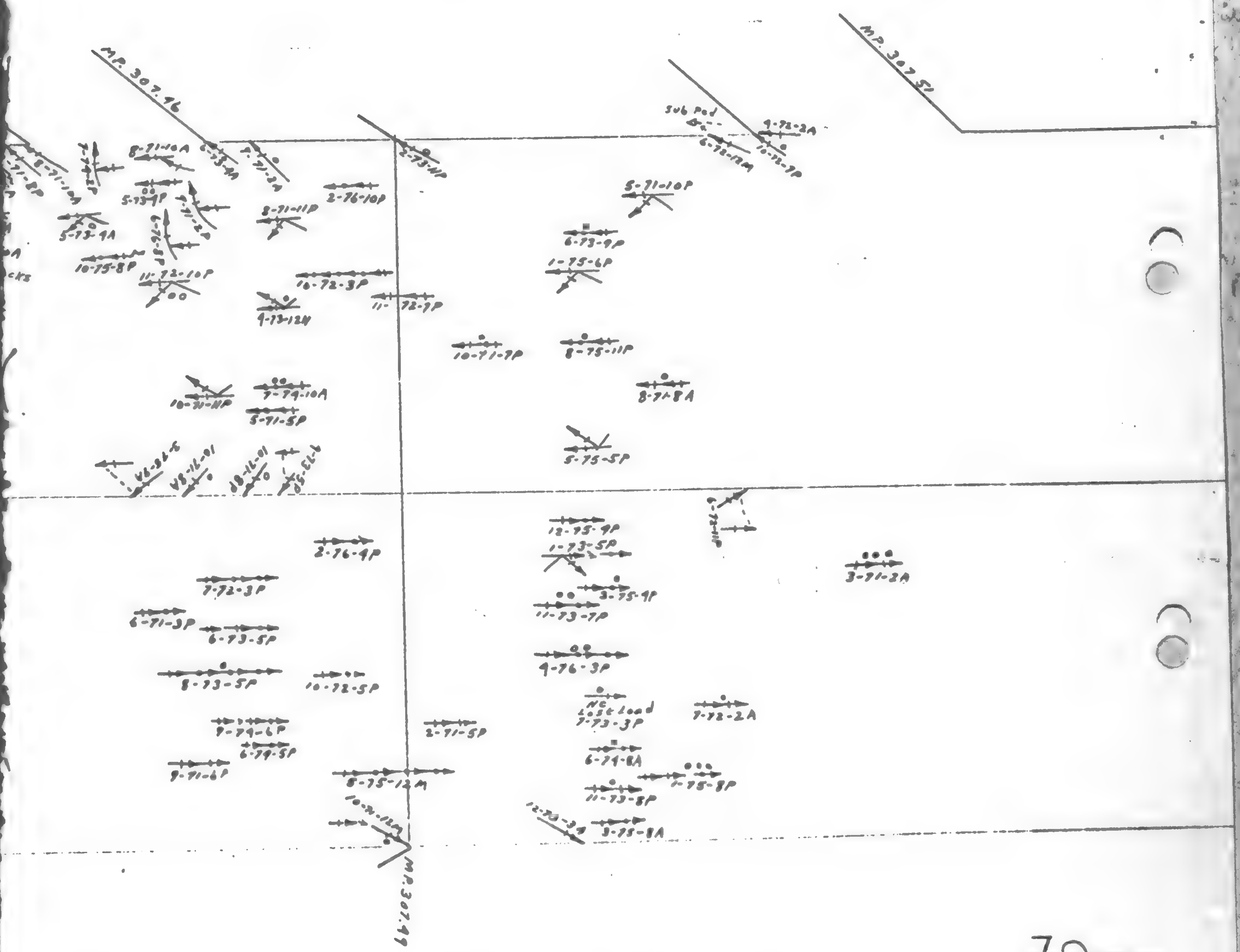
MP307.41
MP.307.49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M.P. 307.51
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7-71-2A
2-73-11P
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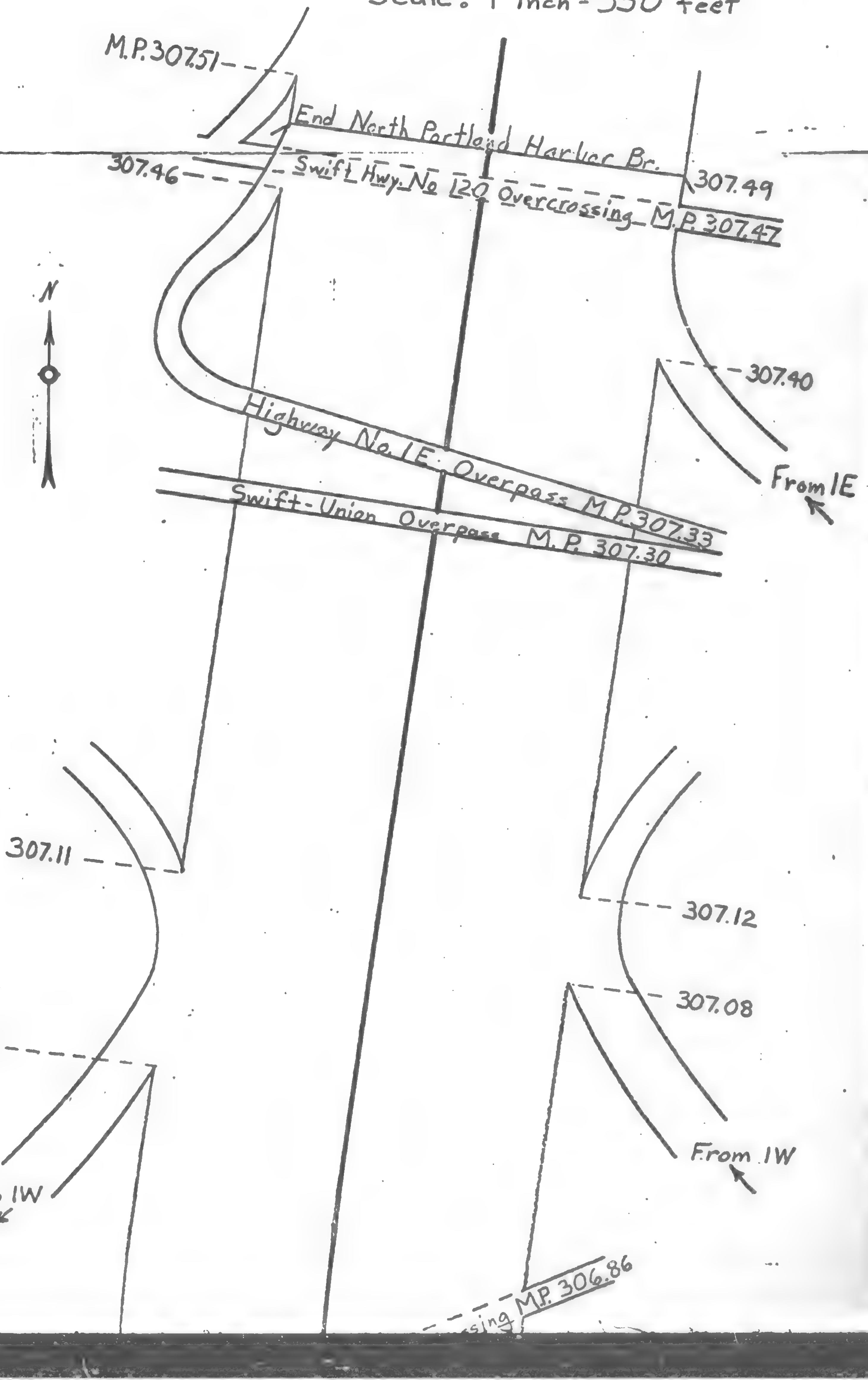
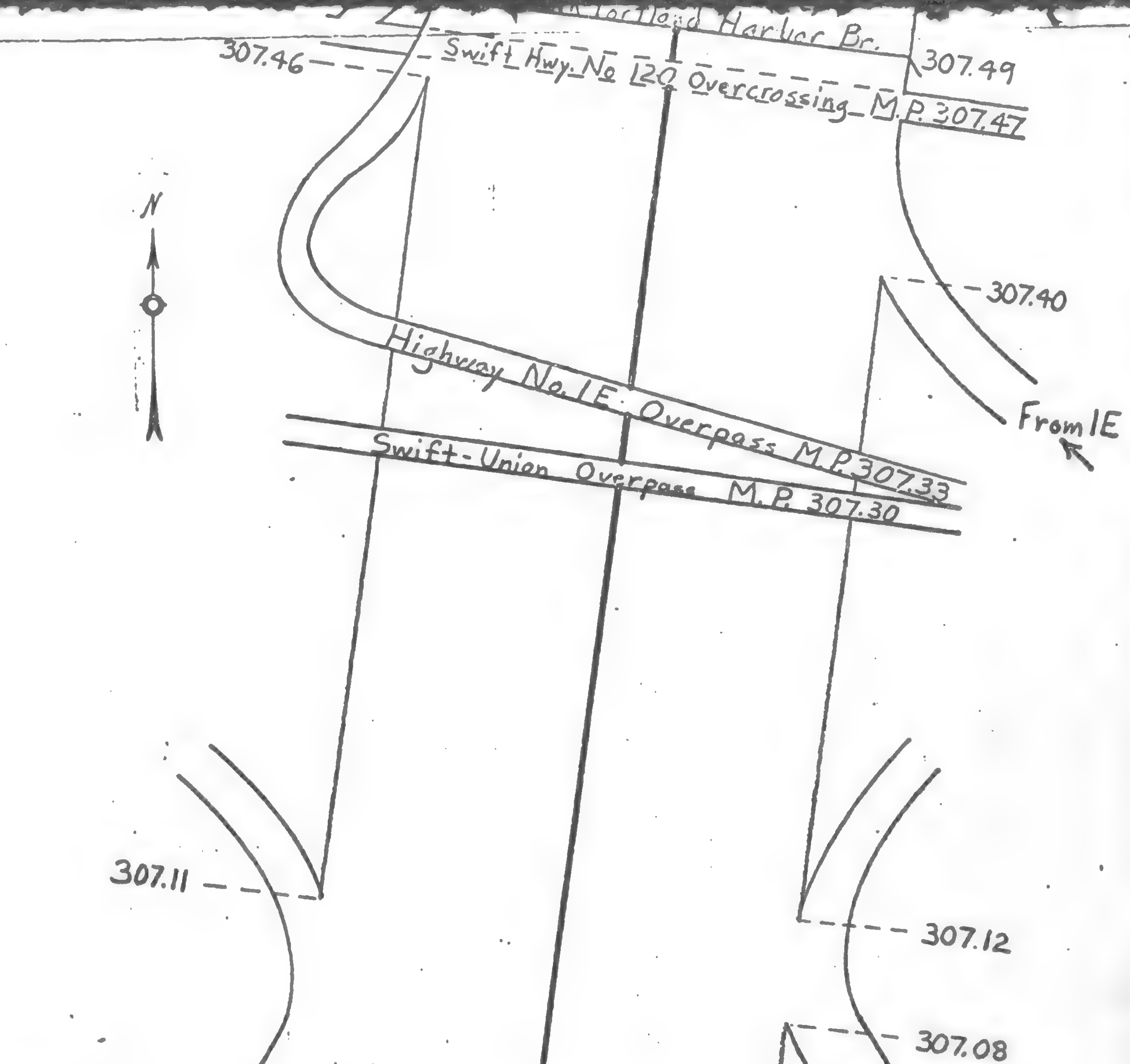
71-8P
7-71-2P
5-73-7P
7-71-2P
5-73-9A
10-75-8P
11-72-10P
8-71-11P
2-76-10P
10-72-3P
9-73-12N
11-72-7P
5-71-10P
6-73-9P
1-75-6P
10-71-7P
8-75-11P
8-71-8A
10-71-11P
7-74-10A
5-71-5P
5-75-5P
2-76-4P
12-75-9P
1-73-5P
3-71-2A
7-72-3P
3-75-9P
11-73-7P
6-71-3P
6-73-5P
9-76-3P
8-73-5P
10-72-5P
NC Lost Load
7-73-3P
7-72-2A
7-74-6P
6-74-5P
2-71-5P
6-74-8A
9-71-6P
8-75-12M
1-75-8P
11-73-8P
10-71-12M
3-75-8A
M.P. 307.49

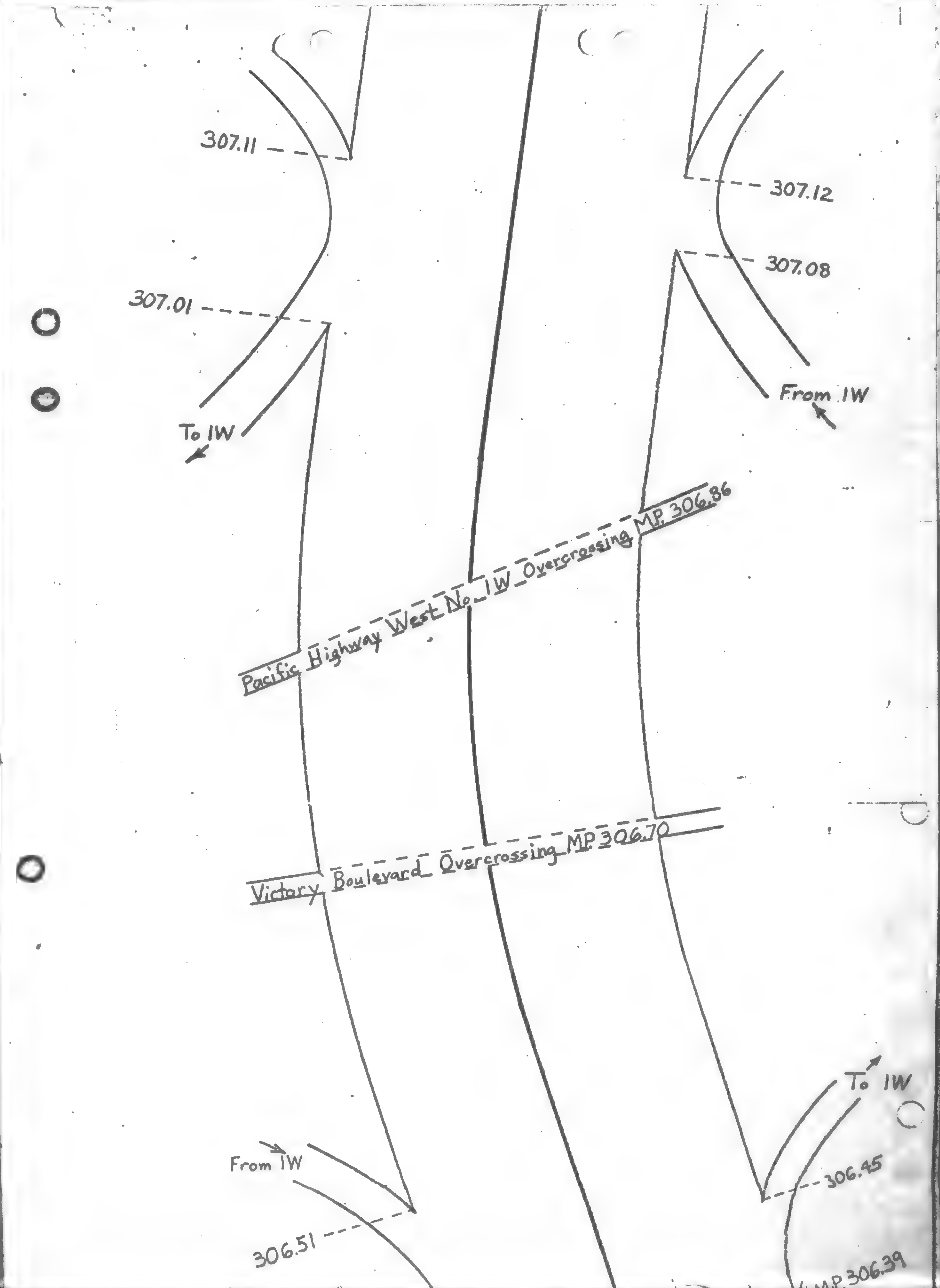
[illegible] '04 Gene Berreth

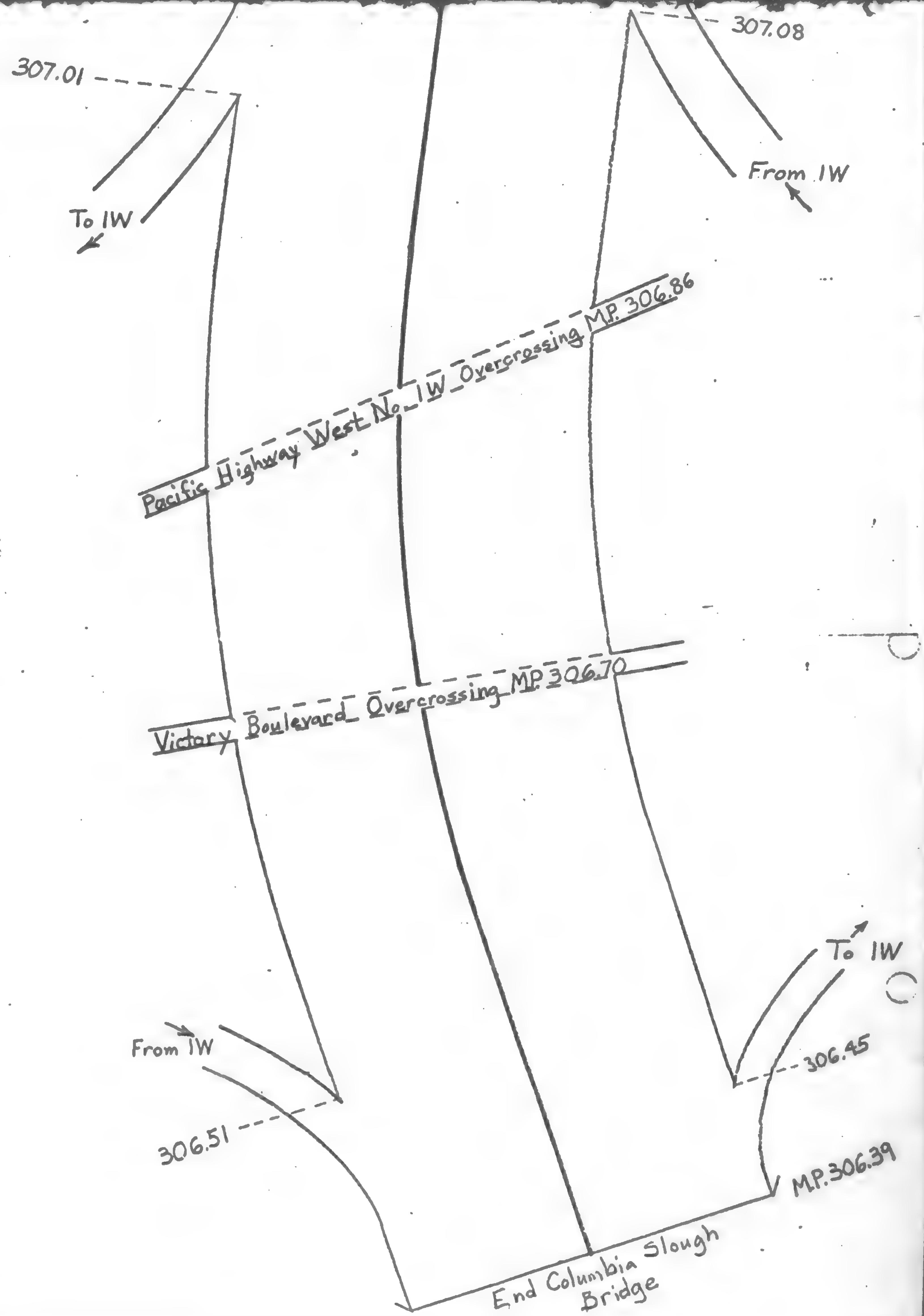
Pacific Hwy. No. 1, I-5, Columbia Slough Br. to North Portland Harbor Br.

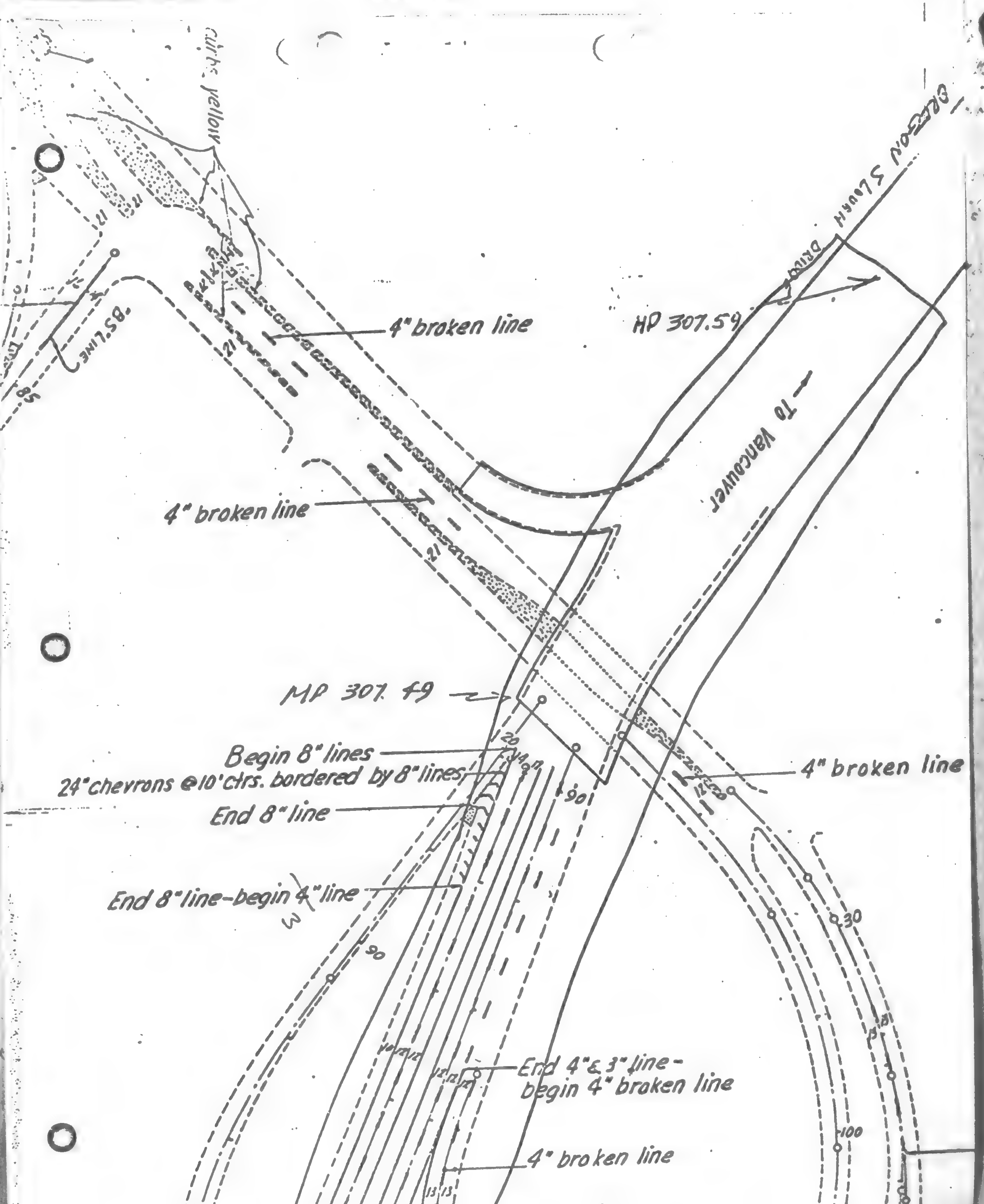
Scale: 1 inch = 350 feet

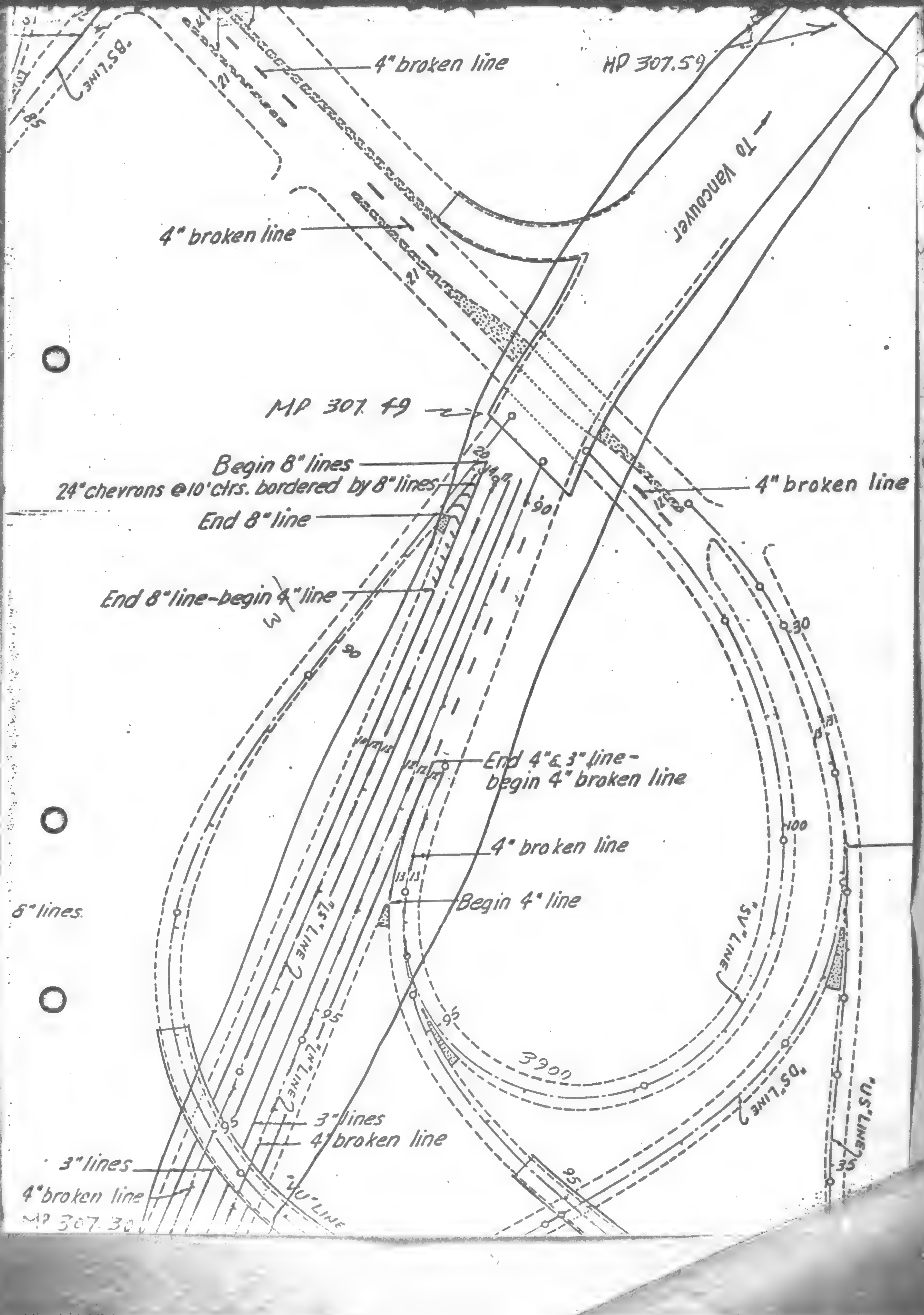

M.P. 307.51
End North Portland Harbor Br.
307.46
Swift Hwy. No. 120 Overcrossing M.P. 307.47
307.49
N
307.40
Highway No. 1E Overpass M.P. 307.33
Swift-Union Overpass M.P. 307.30
From 1E
307.11
307.12
307.08
307.01
From 1W
To 1W
sing M.P. 306.86

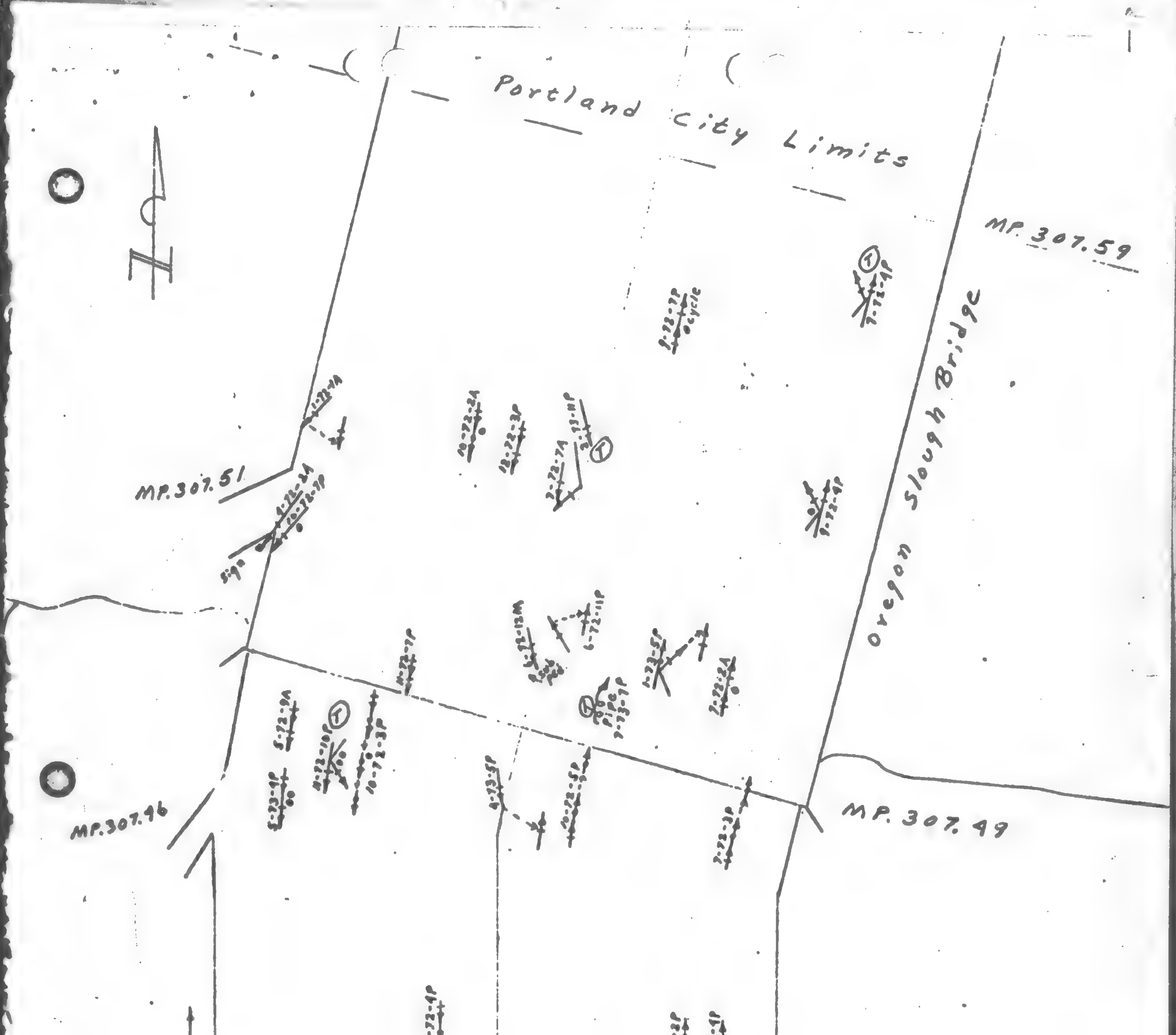

ortland Harbor Br.
307.46
Swift Hwy. No 120 Overcrossing M.P. 307.47
307.49
N
307.40
Highway No. 1E Overpass M.P. 307.33
From 1E
Swift-Union Overpass M.P. 307.30
307.11
307.12
307.08
307.01
To 1W
From 1W
Pacific Highway West No. 1W Overcrossing M.P. 306.86

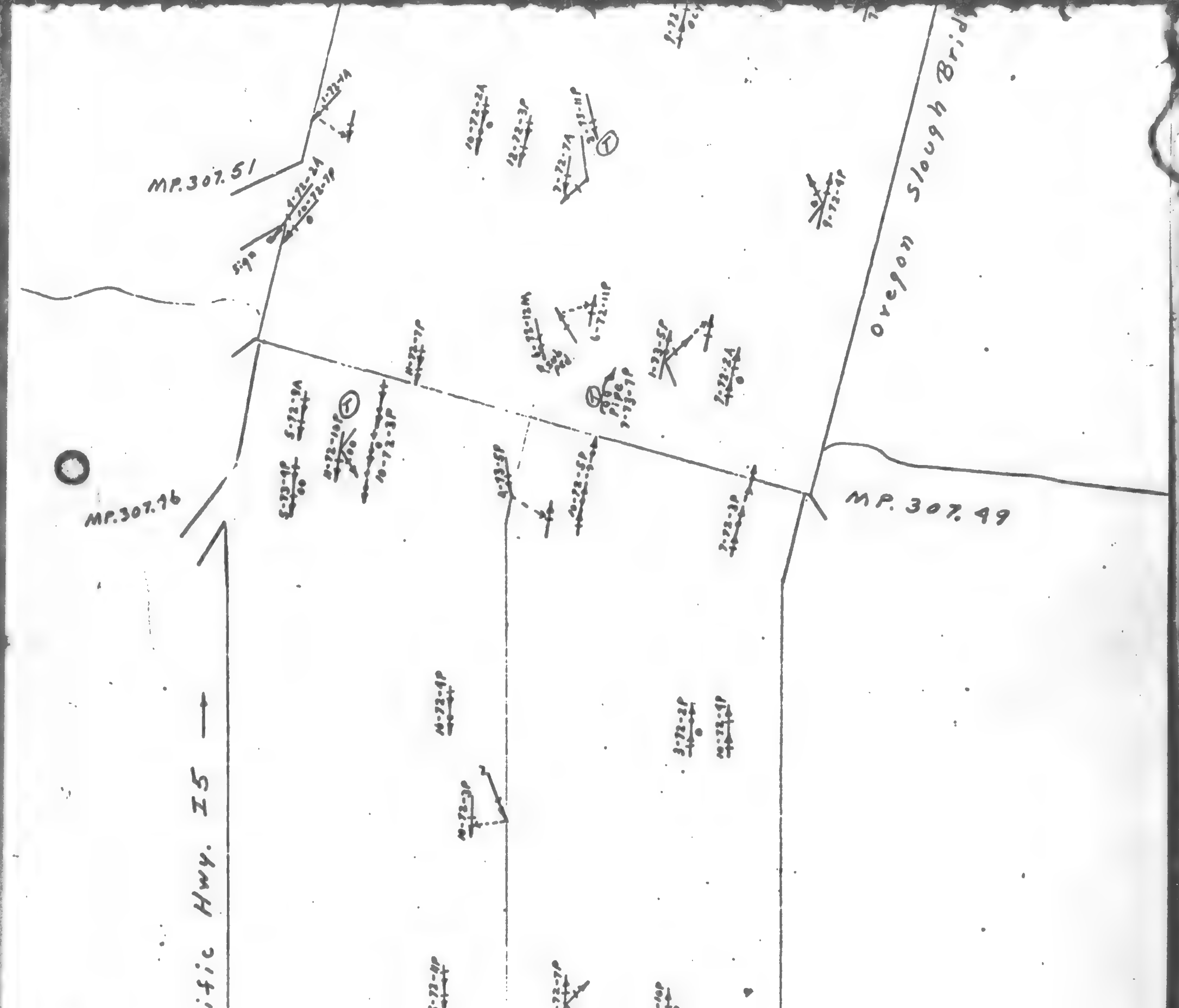

307.11
307.12
307.08
307.01
From IW
To IW
Pacific Highway West No. IW Overcrossing MP. 306.86
Victory Boulevard Overcrossing MP. 306.70
To IW
From IW
306.45
306.51
MP 306.39


307.01
To IW
307.08
From IW
Pacific Highway West No. IW Overcrossing M.P. 306.86
Victory Boulevard Overcrossing M.P. 306.70
To IW
From IW
306.45
306.51
M.P. 306.39
End Columbia Slough Bridge


curbs yellow
OREGON SLOUGH BRIDGE
MP 307.59
4" broken line
To Vancouver
4" broken line
SB LINE
85
MP 307.49
Begin 8" lines
24" chevrons @10' ctrs. bordered by 8" lines
End 8" line
End 8" line-begin 4" line
4" broken line
90
30
100
End 4" & 3" line - begin 4" broken line
4" broken line
Begin 4" line
8" lines.
SL LINE
SV LINE


4" broken line
MP 307.59
To Vancouver
4" broken line
MP 307.49
Begin 8" lines
24" chevrons @ 10' ctrs. bordered by 8" lines
End 8" line
End 8" line-begin 4" line
4" broken line
End 4" & 3" line-begin 4" broken line
4" broken line
Begin 4" line
8" lines
"LT" LINE
"LN" LINE
"SV" LINE
"US" LINE
3900
30
100
90
95
35
3" lines
4" broken line
3" lines
4" broken line
MP 307.30


Portland City Limits
MP. 307.59
Oregon Slough Bridge
MP. 307.51
MP. 307.46
MP. 307.49
Pacific Hwy. I5
MP. 307.40
Hwy 1E Nbd
Cycle
Sign
Grain
Bottles


MP.307.51
Oregon Slough Brid
MP.307.46
MP.307.49
Pacific Hwy. I5
MP.307.40
Hwy 1E Nbd
MP.307.33
MP.307.30

OREGON STATE HIGHWA DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portlan - County Multnomah
Intersection of ______ and MP. 307.30
Highway Number 1(I5) to MP. 307.59
Period Covered 1-1-72 5-31-73
Compiled by ZA Drawn by ______ Date 7-25-73

LEGEND

● Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
←—— Property Damage Only
Collision — Rear-end
Collision — Head-on
Collision — Sideswipe

◁---- Path of Pedestrian
←—— Path of Vehicle
←----- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
▭ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Ⓣ Truck Accidents

Collision Type	1972				5 Mos. 1973												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																		9	9	18
Rear-end		6	9	15		3		3										2	5	7
Sideswipe		2	3	5			2	2											1	1
Turning Movement			1	1																
Parking																			3	3
Non-collision			2	2			1	1										3	7	10
Fixed Object		3	5	8			2	2												
destrian																				
Backing																		1		1
Misc.		1		1														15	25	40
TOTAL		12	20	32		3	5	8												

Form E-261-6-70

7-~~9~~ 4-13-73

STATE OF OREGON

Accident Report—Police ☐ FATAL ☐ INJURY ☐ PROP. DAMAGE

DEPARTMENT: Portland Police

NO. 73-45932

DATE OF ACCIDENT 7-9-73	TIME OF ACCIDENT ☐ A.M. ☒ P.M. 3 00	ARRIVED AT SCENE ☐ A.M. ☒ P.M. 3 35	CITY Portland	COUNTY Multnomah	SHEET 1 OF 1 SHEET(S)
OCCURRED ON (Route Number or Name) I-5 North Bound			AT INTERSECTION OF (Route Number or Name) N/A	slough by } cor Jantzen Beach 7-25-73	DO NOT WRITE IN THIS SPACE
IF NOT AT INTERSECTION 67 ☒ FEET ☐ MILES N ☒ S ☐ E ☐ W ☐ OF	(Intersecting highway or street, landmark, or house no.) Send Slough Bridge		MILE POST	MILES N ☐ S ☐ E ☐ W ☐ OF	NEAREST CITY

ACCIDENT INVOLVED MOTOR VEHICLE AND ☐ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☒ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (mark the first one that applies)
K—DEAD BEFORE REPORT MADE
A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria
D—NO INJURY APPARENT

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): Gunn, Charles A
ADDRESS: 7724 Nursery St Burnaby 2 B.C.

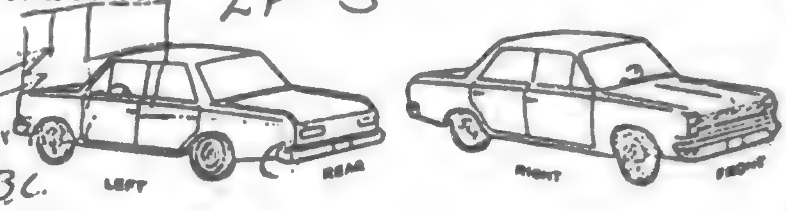
OPERATOR LICENSE NO.: 0422297
STATE: B.C. ☐ REGULAR ☒ OTHER
SPECIFY TYPE: Chauffer
DATE OF BIRTH: 07-15-28
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O

SEAT BELT	AGE	SEX	IN
x	~~42~~ 44	M	I

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	IN
FRONT CENTER						
FRONT RIGHT	Gunn, Robert Wayne	same as driver	x			
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: White Freightliner
BODY STYLE: Cabover
YEAR: 72
LICENSE PLATE NUMBER: P20 590
STATE: BC.
YEAR: 73
OWNER'S NAME AND ADDRESS: Arrow Transfer Co LTD N Vancouver BC. 326 Sey 264
VEHICLE REMOVED BY/TO: Eirlock To Wilhelm Lot

DAMAGE SUSTAINED LP-3



IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME:
ADDRESS:

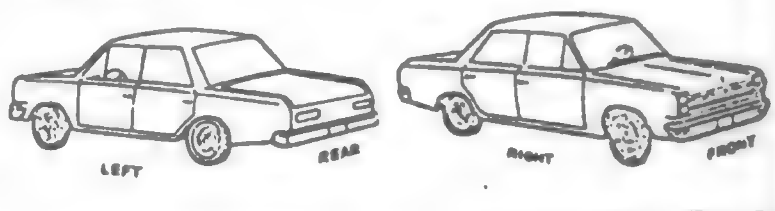
OPERATOR LICENSE NO.:
STATE: ☐ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH:
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O

SEAT BELT	AGE	SEX	IN

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	IN
FRONT CENTER						
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL:
BODY STYLE:
YEAR:
LICENSE PLATE NUMBER:
STATE:
YEAR:
OWNER'S NAME AND ADDRESS:
VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☐ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☒ CLEAR	☒ DRY	☒ DAYLIGHT
☐ RAINING	☐ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☐ DARKNESS, UNLIGHTED
☐ OTHER..........	☐ OTHER..........	☐ OTHER..........

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	0	
DISTANCE TRAVELED AFTER IMPACT (ft)		
STATED SPEED BEFORE IMPACT (MPH)	55mph	
DESIGNATED SPEED FOR AREA (MPH)	60	

FIRST AID GIVEN BY: N/A
INJURED TAKEN TO: N/A
BY:

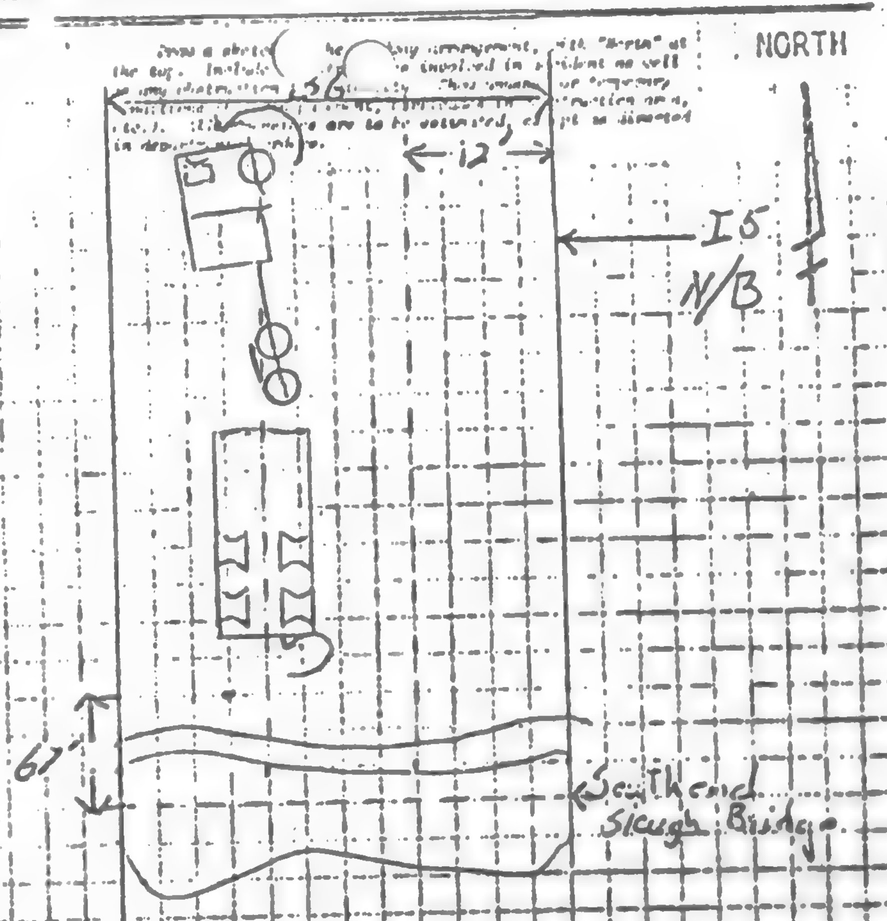
WITNESSES
NAME: Gal Ismith Bob ADDRESS: RC #2 Box 2446 Washougal Wn.
NAME: ADDRESS: phone 837 3255

REPORTING OFFICER JRLe-p 173
ML Bisho 173

ACTIONS TAKEN (Arrests, etc.): N/A

DESCRIPTION & DIAGRAM OF ACCIDENT

Dvr states that he was in center lane preparing to chg to right lane. He heard loud popping sounds and felt rig start to roll to left.


56'
12'
NORTH
I5
N/B
67'
Southend
Slough Bridge

JUL 9 9 3 PM '73

SUPPLEMENTARY REPORT

Primary Cause: Load of pipe broke loose

Secondery Cause: Improper or insufficient load binders,

0-72-2P

Grain spill foils Vancouver traffic

VANCOUVER, Wash. — A truck accident in Oregon ~~Thursday~~ brought traffic throughout downtown Vancouver to a standstill for most of the afternoon.

Oregon State Police said a loaded grain truck split a seam, spilling grain on the Columbia Slough Bridge leading to the Interstate 5 Columbia River Bridge.

Two of the three southbound lanes were blocked by grain, slowing traffic to a crawl across the bridge.

Traffic jams quickly built up in the downtown area as traffic on streets leading to bridge approaches came to a halt.

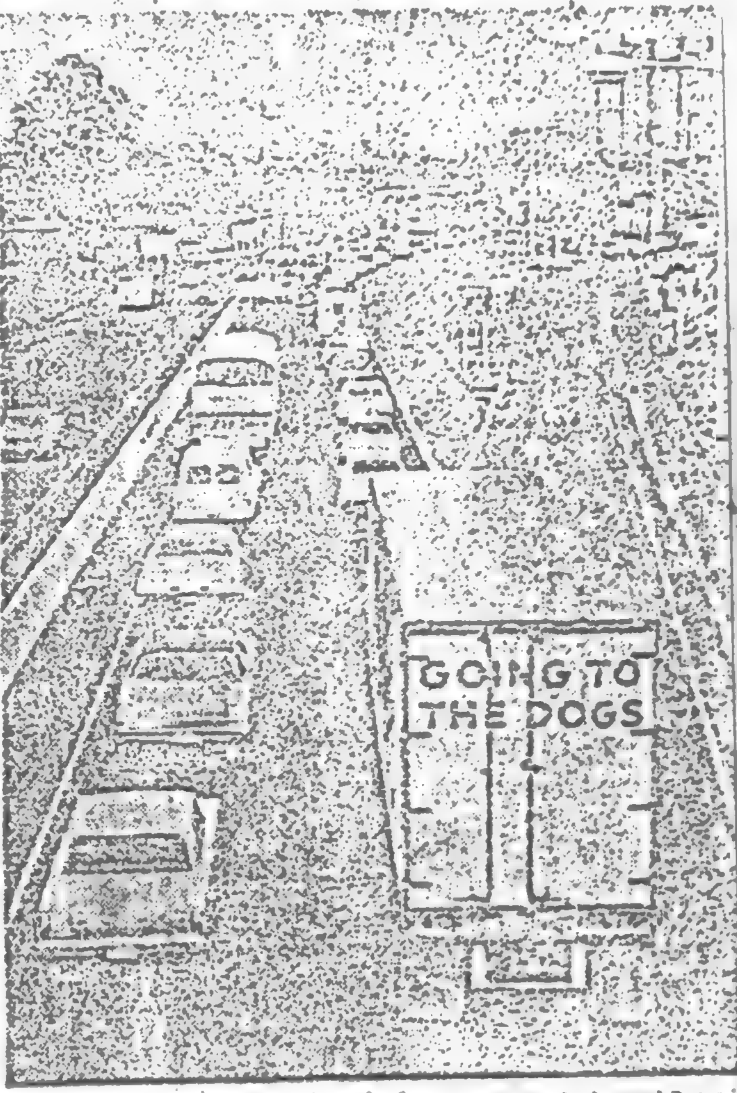
In the midst of the traffic snarl, bridge operators were forced to open the draw span twice for downstream river traffic, at 3:15 p.m. and at 3:52 p.m.

By 4 p.m., adding to the confusion were hundreds of southbound commuters.

At its height, the Washington State Patrol reported traffic backed north on I-5 to Woodland, Wash., on the Clark-Cowlitz county line 16 miles north of Vancouver.

At 3 p.m., traffic in downtown Vancouver was stationary.

The Washington State Patrol reported all three southbound lanes open with the jam slowly beginning to dissolve at 4:30 p.m. They estimated it would take several hours to restore traffic to normal.



Staff Photo by Leonard Bacon

FOR REAL? — It proved a dog's life for motorists southbound on Interstate 5 in Vancouver, Wash., Thursday as major traffic snarl tied up approaches to Interstate Bridge for hours.

Thursday's traffic jam on the freeway was the second major traffic snarl suffered in Vancouver this year, as the result of truck accidents on the Oregon end of the bridge.

6-72-2P

In June, a truck loaded with empty beer bottles flipped and spilled its contents on the freeway about 100 feet from where the truck Thursday spilled its grain.

The June incident trapped thousands of southbound commuters for more than six hours.

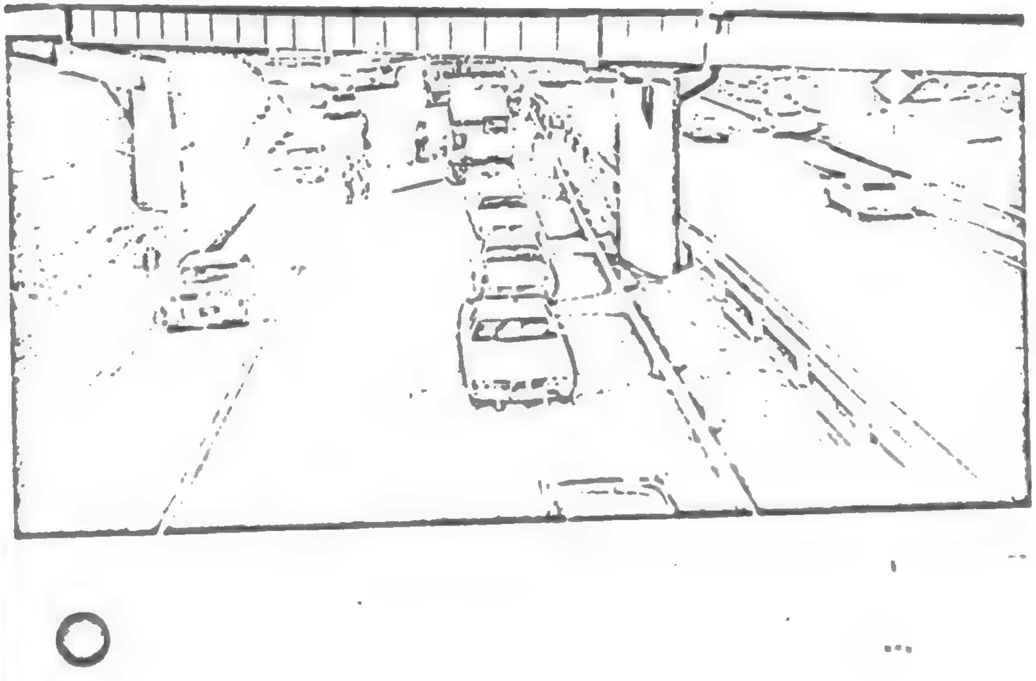
A heavy downpour during the evening rush hour also brought on a series of accidents on Interstate 5 south of the Interstate Bridge as well as high water warnings on several Portland streets Thursday night.

Traffic was delayed in both directions after a tractor-trailer crushed a car against the divider in th southbound freeway lane just south of the Interstat Bridge about 5:30 p.m Northbound lanes wer blocked until 6:25 p.m., whe the wreckage was remove from that side of the divider according to sheriff's deputies.

A two-car accident in th northbound lanes beneat the Portland Boulevard overpass compounded the traffi tie-up. Police reported a least one other accident i the northbound lanes and an other southbound, in th same vicinity.

There were no injuries.

High water was reporte in several spots, including E Burnside Street, and NE 82nd Avenue, near Braze and Sacramento Streets.



118-229-6933

ACCIDENT ANALYSIS

I-5 From Pacific Highway East
to Oregon-Washington State Line

October 25, 1977

Two sections of the Pacific Highway from the junction with Pacific Highway East (Oregon 99E) to the Oregon-Washington line were reviewed for frequency of accidents during the years 1975, 1976, and the first half of 1977. The first section begins at the northbound junction with Oregon 99E (MP 307.40) and ends at the end of the Oregon Slough Bridge (MP 307.70). The second section begins at the overcrossing for the Jantzen Beach Interchange (MP 308.00) and ends at the Oregon-Washington line on the Interstate Bridge (MP 308.38). See the tabular summary which lists the average volume, total accidents, type of accident, and accident rate. The following types of accidents were tabulated separately: rear end (RE); side swipe overtaking (SSO); fixed object (FO). All other accidents were lumped into a miscellaneous category.

The accident rates for the two sections are high (ranging from 3.10 to 4.53) when compared to the state rates for urban freeways of 1.01 in 1975 and 1.11 in 1976. The accidents are fairly evenly distributed throughout the two sections except for one location noted below. Over seventy percent of the accidents are rear end. The major problem with the facility is a lack of capacity during the peak hours. This is due substantially to the slough bridges and in particular there is a weave-merge problem at the Union-Swift on-ramp (MP 307.40).

There is a high concentration of accidents just north of the Jantzen Beach Interchange (MP 308.20). This is a merging problem which warrants further study.

HH:ja

SUMMARY OF ACCIDENTS

Highway 1 MP 307.40 to Oregon-Washington Line

Section	Average Volume	Total Accidents	Type of Accidents	Accident Rate (Per Million Vehicle Miles)
1975				
307.40-307.70	84,685	36	24 RE; 7 SSO; 3 FO; 2 Misc.	3.88
308.00-OR-WA	87,500	55	39 RE; 13 SSO; 3 FO	4.53
1976				
307.40-307.70	89,240	35	21 RE; 2 SSO; 3 FO; 9 Misc.	3.57
308.00-OR-WA	93,650	55	41 RE; 9 SSO; 1 FO; 4 Misc.	4.22
1977 (First Half)				
307.40-307.70	89,240	15	11 RE; 2 SSO; 2 FO	3.10
308.00-OR-WA	93,650	25	19 RE; 6 SSO	3.88
TOTALS		221	155 RE; 39 SSO; 12 FO; 15 Misc.	

Highway 1 MP 306.39 to MP 307.51

Section	Average Volume	Total Accidents	Type of Accident	Accident Rate (Per Million Vehicle Miles)
1976				
306.39-307.51	64,593	66	48 RE; 4 SSO; 7 FO; 7 Misc.	2.49
1977 (First Half)				
306.39-307.51	64,593	26	18 RE; 4 SSO; 1 FO; 3 Misc.	1.99
TOTALS		92	66 RE; 8 SSO; 8 FO; 10 Misc.	

RE	Rear end
SSO	Side swipe overtaking
FO	Fixed object
Misc.	Miscellaneous

BU 10-13-78

Salem, Oregon
September 28, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Engineering

Oregon Slough
Safety Work

R. N. Bothman
E. L. Hardt

In order to support the Oregon Slough median and shoulder barrier safety project the FHWA has requested a resume of accident experience and notifications of potential hazard that you may have in your files.

Could you prepare a resume of information on the accident data available in your files. I plan to ask the Traffic Section to review their accident files for information in support of the safety project.

As requested by Mr. Hossner we will be meeting with Mr. Christianson and Mr. Hossner on September 29 to discuss design alternates and possible less costly solutions.

JHV:jh
cc: Glenn Hossner
L. E. George

____Versteeg____
copy Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

RECEIVED
SEP 29 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 21, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-5-6(91)308
Oregon Slough Br. Sec.
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

— not in Gen files

I have reviewed the project data submission (Item 80411) and preliminary plans for this project. While I am aware of the potential safety problem of this location, I also see a permanent safety improvement scheduled in approximately two years.

In order to assist in support of this interim improvement, please submit a resumé of accident experience and notifications of potential hazard that you may have in your files.

I would also like to discuss the possibility of a less costly interim solution with your design staff. Your cooperation will be appreciated.

G.K. Hosmer
for G. L. Green

cc:
C. T. Keasey (ODOT)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 26 '78
REFER TO
Versteeg
FOR

Info	Invs	R/D	D/R	Sign	Act	File
		X				

/ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 5, 1978

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: HAL VERSTEEG
Head of Engineering

SUBJECT: OREGON SLOUGH SAFETY WORK

Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
OCT 09 1978
ENGINEERING SECTION

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Action

Your September 28 letter asked for a resumé of accident experience that we have had which might relate to the justification for the proposed safety work south of the Oregon Slough Bridge on Interstate 5.

The purpose of the proposed median barrier work is to construct a barrier sufficiently high to prevent southbound vehicles from vaulting the barrier. Our records indicate four such accidents in the last 2½ years.

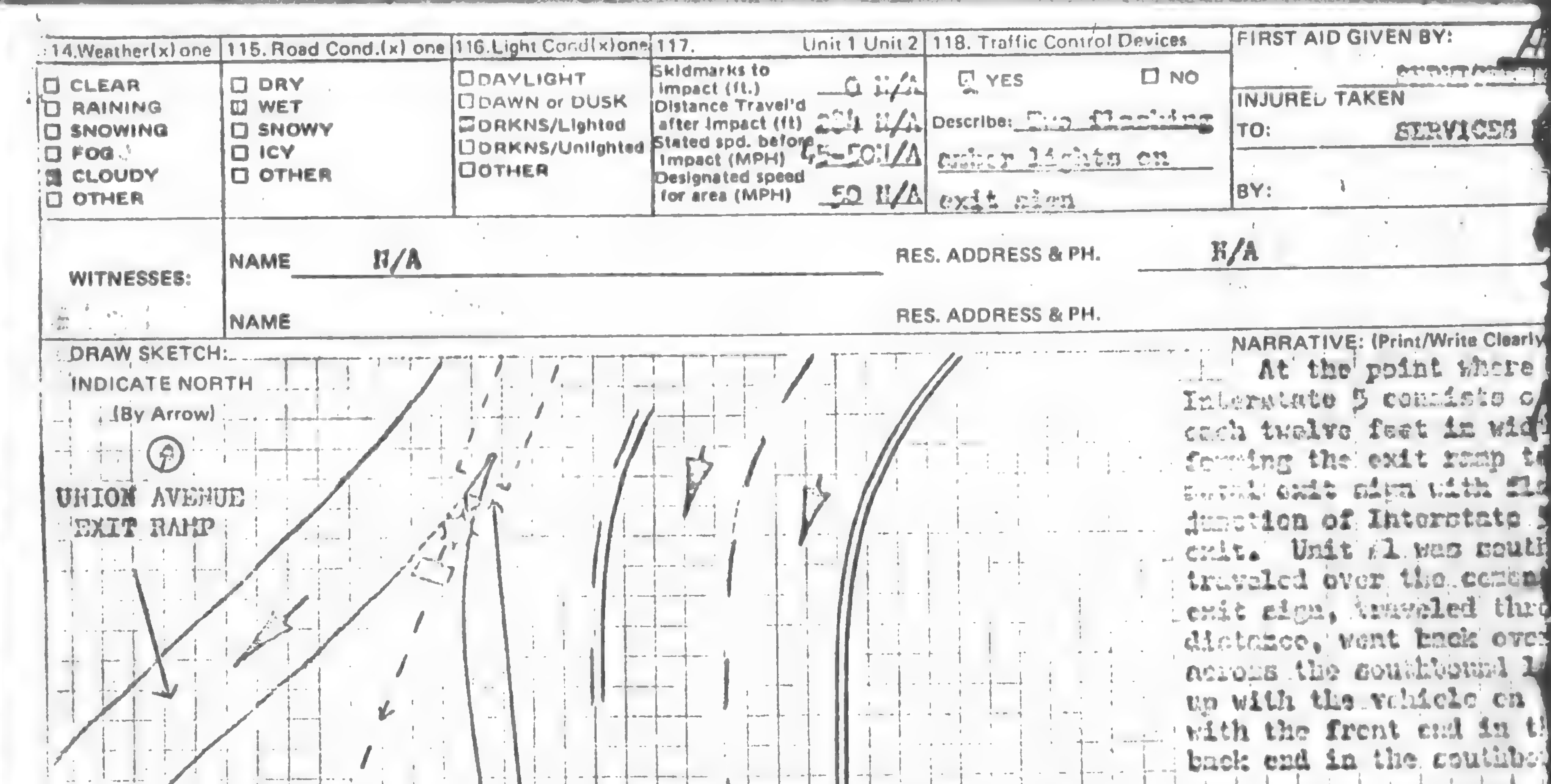
Attached you will find the police report on each of these accidents and I have summarized them below.

(1) April 13, 1976	Southbound car went through gore area, ended up astraddle median rail.
(2) August 26, 1977	Southbound car vaulted median rail, struck northbound car, three killed.
(3) December 9, 1977	Southbound car swerved to left, striking and jumping median guardrail, crossed all three northbound lanes coming to rest against curb of northbound lanes. Single-vehicle accident.
(4) April 13, 1978	Southbound car skidded, spun, hit guardrail, jumped median, slid another 116 feet and came to rest in northbound right traffic lane. Single-vehicle accident.

As you can see, three of the four accidents involved vehicles that ended up in the wrong lanes of Interstate 5. In one case there were three fatalities, in the other two there were no serious injuries due to the fact that the accident occurred at such a time when there was little traffic in the northbound lanes. Each of these accidents obviously could have resulted in fatalities if there had been cars in the opposing lanes at the time. The Traffic Engineer's office can probably come up with a greater list of accidents that have occurred in this area, but these are the ones that we know of which involved vehicles getting on or over the median barrier.

There is another benefit to this project insofar as the motoring public goes. Due to the geometry, the existing metal median barrier at this location is subject to frequent hits. This damage, of course, has to be repaired by our maintenance crews and this work, due to the congested nature of the freeway, creates considerable delays to the public. A concrete barrier would eliminate this problem. If we can provide further information, please advise.

ELH/cr
Attachments
cc R. N. Bothman
Maury Payne w/copy of JHV letter


INDICATE NORTH
(By Arrow)
UNION AVENUE
EXIT RAMP
253'
19'
12'

14. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1 Unit 2	118. Traffic Control Devices
☐ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☒ CLOUDY ☐ OTHER	☐ DRY ☒ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ☐ DAWN or DUSK ☒ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) Distance Travel'd after Impact (ft) Stated spd. before Impact (MPH) Designated speed for area (MPH)	0 N/A 254 N/A 45-50 N/A 50 N/A	☒ YES ☐ NO Describe: Two flashing amber lights on exit sign

FIRST AID GIVEN BY:

INJURED TAKEN TO: SERVICES

BY:

WITNESSES:

NAME N/A RES. ADDRESS & PH. N/A

NAME RES. ADDRESS & PH.

DRAW SKETCH:

NARRATIVE: (Print/Write Clearly

At the point where
Interstate 5 consists o
each twelve feet in wid
forming the exit ramp t
[illegible] exit sign with fl
junction of Interstate
exit. Unit #1 was south
traveled over the cement
exit sign, traveled thro
distance, went back over
across the southbound l
up with the vehicle on
with the front end in t
back end in the southbo

Driver #1 stated
southbound on Interstat
of three lanes; a white
car cut in front of him
right lane. He could n
exit sign or traveling

SUPPLEMENTAL, IF REQUESTED:

46-5/75

ght Cond(x)one	117. Unit 1 Unit 2	118. Traffic Control Devices
YLIGHT WN or DUSK KNS/Lighted KNS/Unlighted ER	Skidmarks to impact (ft.) 0 N/A Distance Travel'd after Impact (ft) 204 N/A Stated spd. before impact (MPH) 45-50 N/A Designated speed for area (MPH) 50 N/A	☒ YES ☐ NO Describe: Two flashing amber lights on exit sign

FIRST AID GIVEN BY: Apr 13, 1976

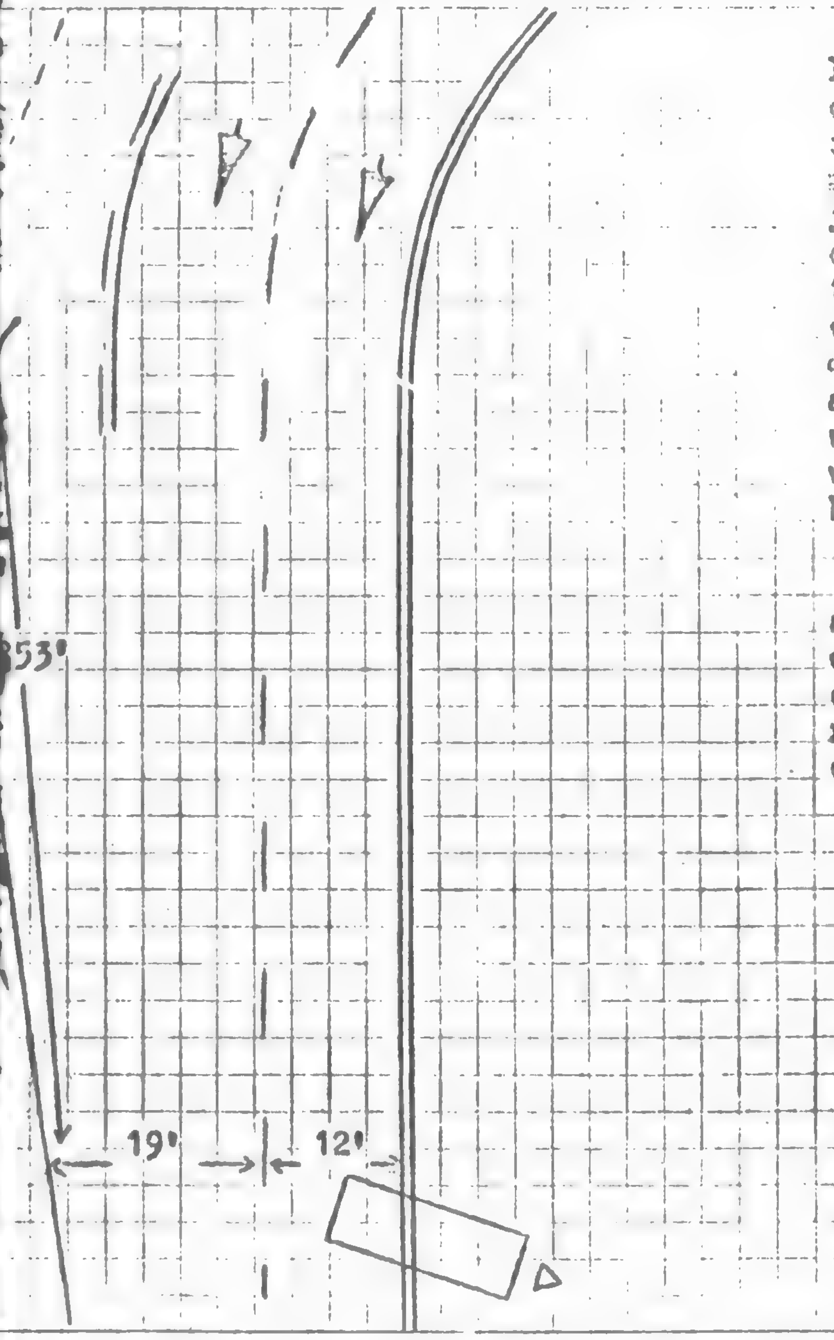
[redacted]

INJURED TAKEN TO: SERVICES NOT REQUIRED

BY:

RES. ADDRESS & PH. N/A

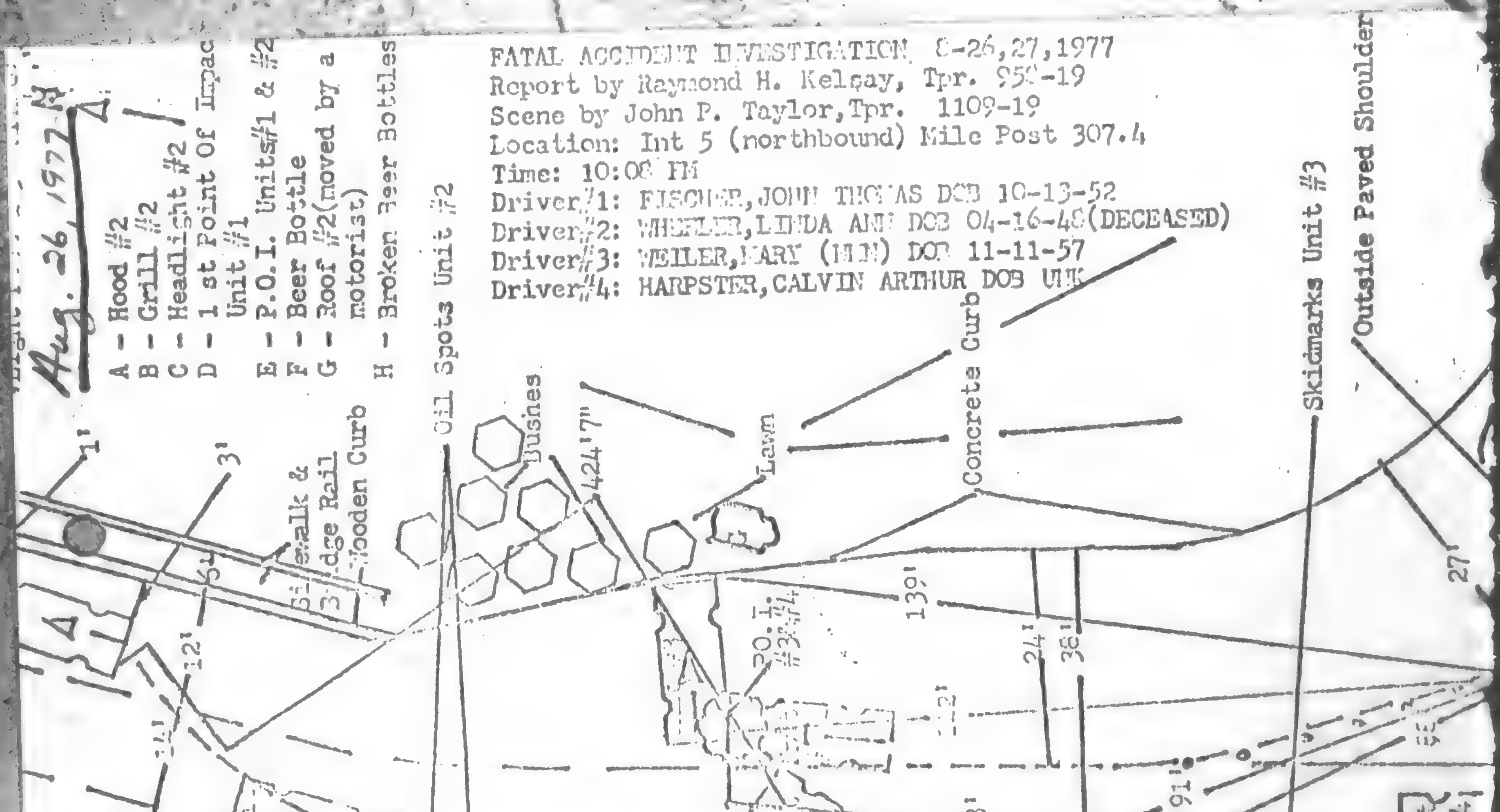
RES. ADDRESS & PH.



NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

At the point where the accident occurred, Interstate 5 consists of three southbound lanes, each twelve feet in width, with the right lane forming the exit ramp to Union. There is a large metal exit sign with flashing amber lights at the junction of Interstate 5 and the Union Avenue exit. Unit #1 was southbound on Interstate 5 traveled over the cement curbing, knocked over the exit sign, traveled through the dirt for a long distance, went back over the curbing traveling across the southbound lanes of traffic and ended up with the vehicle on top of the center guardrail with the front end in the northbound lanes and the back end in the southbound lanes.

Driver #1 stated in substance: That he was southbound on Interstate 5 in the far left lane of three lanes; a white or light blue Triumph car cut in front of him, forcing him into the right lane. He could not remember striking the exit sign or traveling through the dirt.

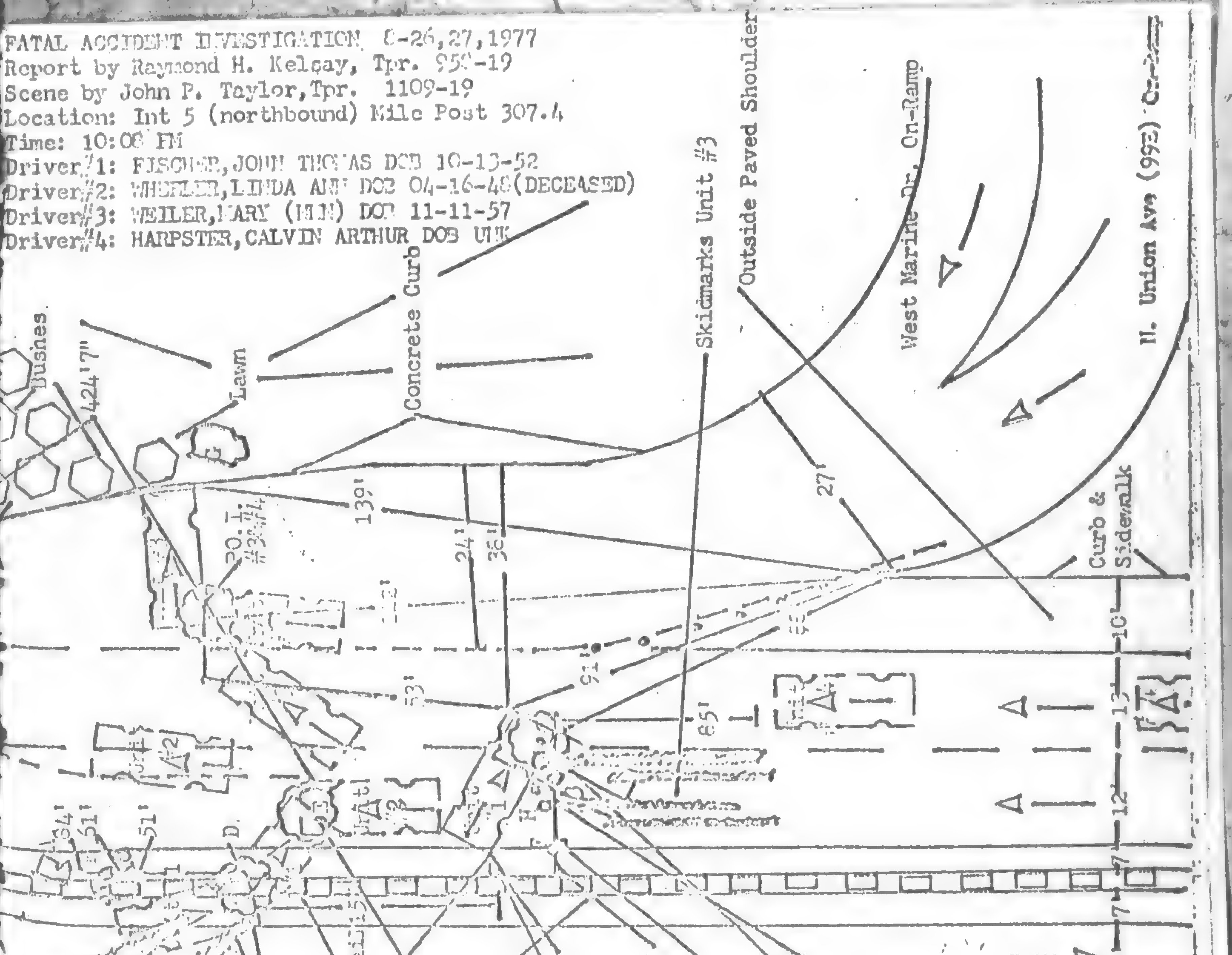


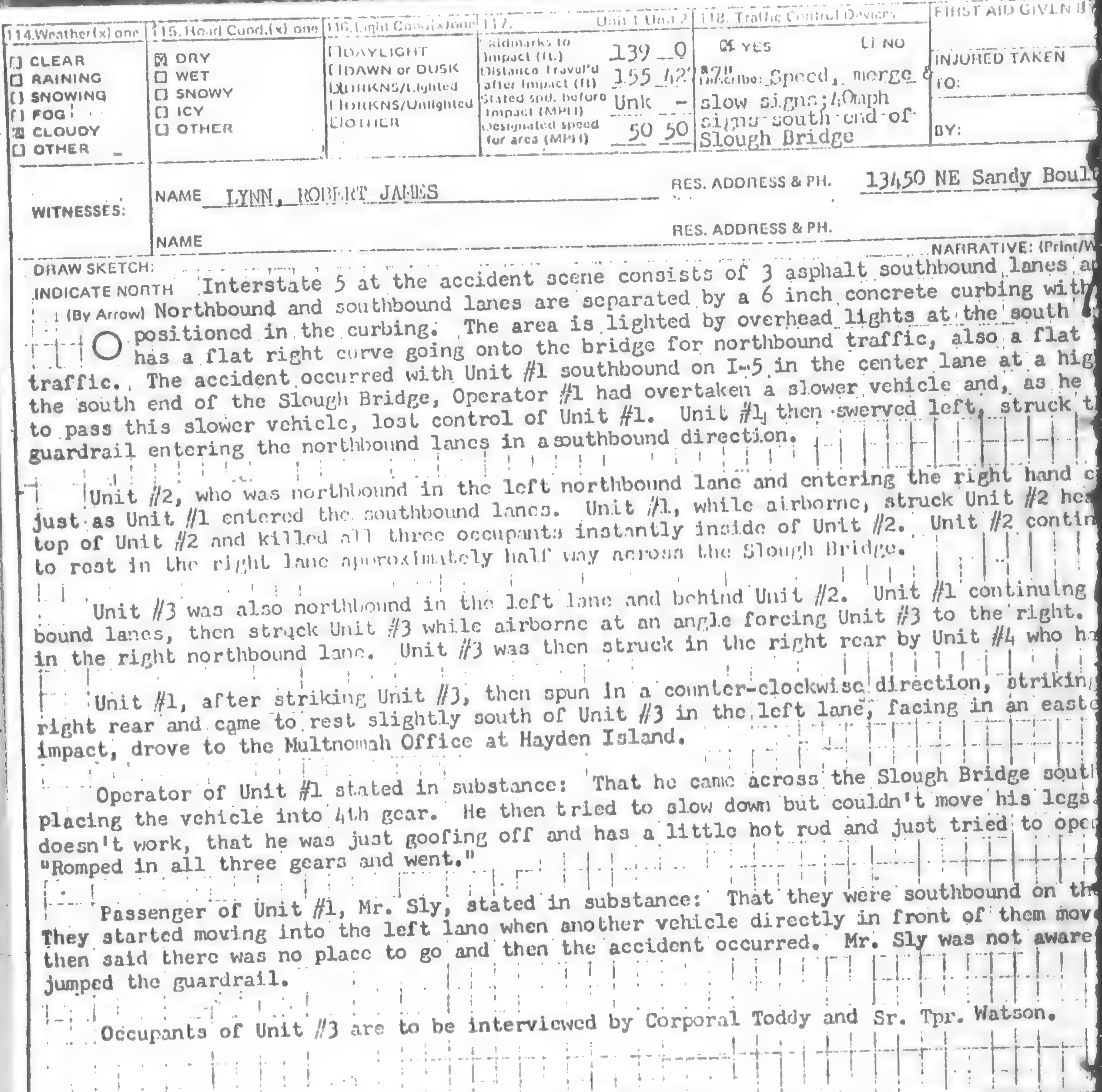
FATAL ACCIDENT INVESTIGATION 8-26,27,1977
Report by Raymond H. Kelsay, Tpr. 959-19
Scene by John P. Taylor,Tpr. 1109-19
Location: Int 5 (northbound) Mile Post 307.4
Time: 10:08 PM
Driver#1: FISCHER,JOHN THOMAS DOB 10-13-52
Driver#2: WHEELER,LINDA ANN DOB 04-16-48(DECEASED)
Driver#3: WEILER,MARY (MIN) DOB 11-11-57
Driver#4: HARPSTER,CALVIN ARTHUR DOB UNK

Aug. 26, 1977 N

A - Hood #2
B - Grill #2
C - Headlight #2
D - 1 st Point Of Impac
Unit #1
E - P.O.I. Units#1 & #2
F - Beer Bottle
G - Roof #2(moved by a
motorist)
H - Broken Beer Bottles
Sidewalk &
Bridge Rail
Wooden Curb
Oil Spots Unit #2
Bushes
424'7"
Lawn
Concrete Curb
Skidmarks Unit #3
Outside Paved Shoulder
P.O.I. #3 & #4
1'
3'
5'
12'
13'
13'
139'
24'
38'
53'
91'
85'
27'
51'
51'
34'
5'
45'
63'
3'
13'
139'
Skid
Center Guardrail
(Steel & Wood)
Paved
#1
#2
#3
#4
D
F
H

FATAL ACCIDENT INVESTIGATION 8-26,27,1977
Report by Raymond H. Kelsay, Tpr. 95[illegible]-19
Scene by John P. Taylor, Tpr. 1109-19
Location: Int 5 (northbound) Mile Post 307.4
Time: 10:06 PM
Driver #1: FISCHER, JOHN THOMAS DOB 10-13-52
Driver #2: WHEELER, LINDA ANN DOB 04-16-48 (DECEASED)
Driver #3: WEILER, MARY (NMN) DOB 11-11-57
Driver #4: HARPSTER, CALVIN ARTHUR DOB UNK


Bushes
424'7"
Lawn
Concrete Curb
Skidmarks Unit #3
Outside Paved Shoulder
West Marine Dr. On-Ramp
N. Union Ave (99E) On-Ramp
Curb & Sidewalk
27'
139'
24'
38'
53'
65'
91'
10'
13'
12'
7'
7'
12'
12'
P.O.I. #3 #4
#4
#2
#1
D
34'
51'
51'
5'
45'
3'
13'
63'
139'
Center Guardrail (Metal & Wood)
Skid Marks
Paved Shoulder Right Line
P.O.I.
Hwy 99E



114. Weather (x) one
☐ CLEAR
☐ RAINING
☐ SNOWING
☐ FOG
☒ CLOUDY
☐ OTHER

115. Road Cond. (x) one
☒ DRY
☐ WET
☐ SNOWY
☐ ICY
☐ OTHER

116. Light Cond. (x) one
☐ DAYLIGHT
☐ DAWN or DUSK
☒ DRKNS/Lighted
☐ DRKNS/Unlighted
☐ OTHER

117.	Unit 1	Unit 2
Skidmarks to impact (ft.)	139	0
Distance Travel'd after impact (ft)	155	42'
Stated spd. before impact (MPH)	Unk	-
Designated speed for area (MPH)	50	50

118. Traffic Control Devices
☒ YES ☐ NO
Describe: Speed, merge & slow signs; 40mph signs south end of Slough Bridge

FIRST AID GIVEN B
INJURED TAKEN TO:
BY:

WITNESSES:
NAME LYNN, ROBERT JAMES RES. ADDRESS & PH. 13450 NE Sandy Boul
NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH
(By Arrow)
○

NARRATIVE: (Print/W

Interstate 5 at the accident scene consists of 3 asphalt southbound lanes
Northbound and southbound lanes are separated by a 6 inch concrete curbing with
positioned in the curbing. The area is lighted by overhead lights at the south
has a flat right curve going onto the bridge for northbound traffic, also a flat
traffic. The accident occurred with Unit #1 southbound on I-5 in the center lane at a hig
the south end of the Slough Bridge, Operator #1 had overtaken a slower vehicle and, as he
to pass this slower vehicle, lost control of Unit #1. Unit #1 then swerved left, struck t
guardrail entering the northbound lanes in a southbound direction.

Unit #2, who was northbound in the left northbound lane and entering the right hand c
just as Unit #1 entered the southbound lanes. Unit #1, while airborne, struck Unit #2 he
top of Unit #2 and killed all three occupants instantly inside of Unit #2. Unit #2 contin
to rest in the right lane approximately half way across the Slough Bridge.

Unit #3 was also northbound in the left lane and behind Unit #2. Unit #1 continuing
bound lanes, then struck Unit #3 while airborne at an angle forcing Unit #3 to the right.
in the right northbound lane. Unit #3 was then struck in the right rear by Unit #4 who h

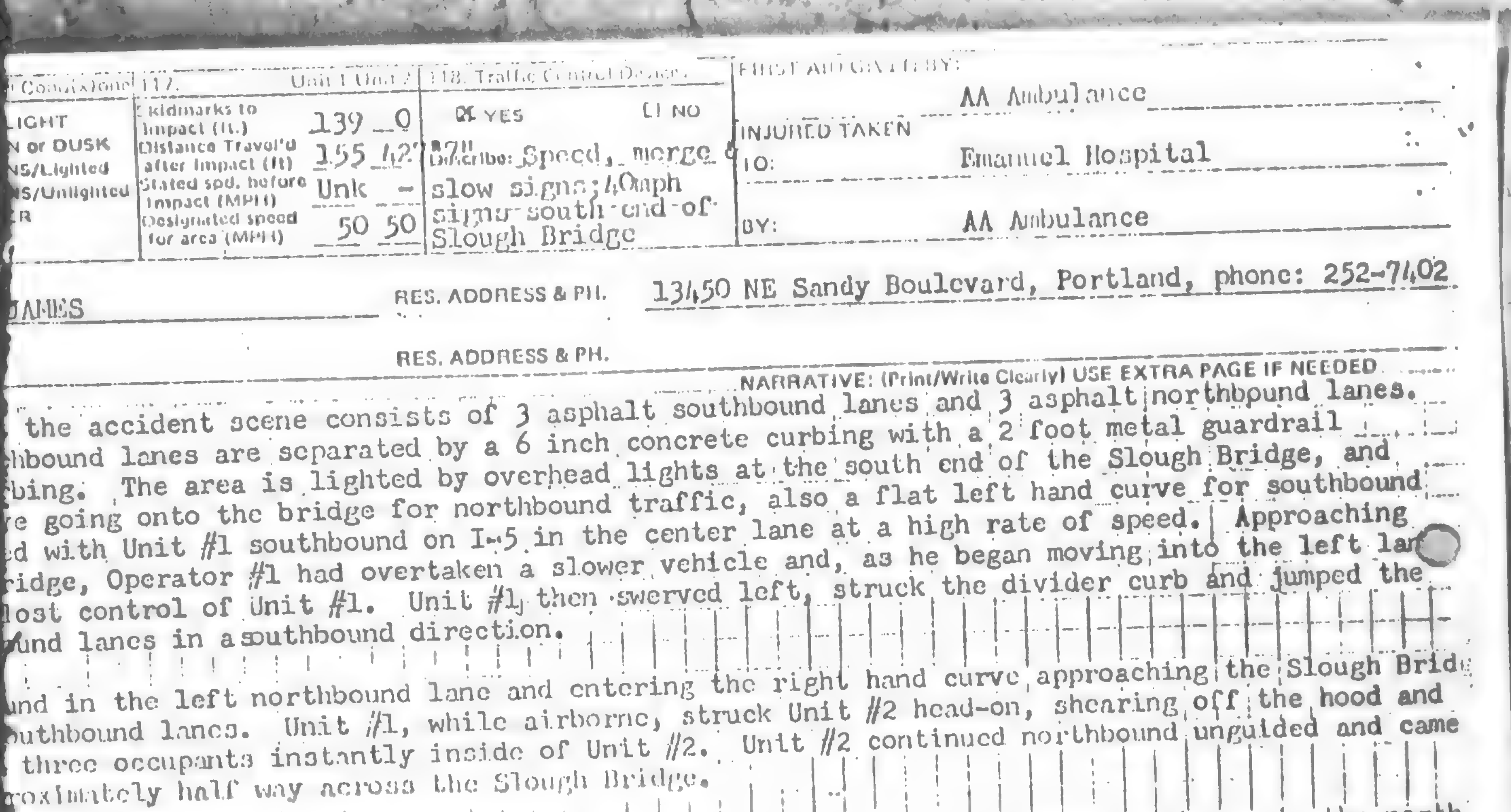
Unit #1, after striking Unit #3, then spun in a counter-clockwise direction, strikin
right rear and came to rest slightly south of Unit #3 in the left lane, facing in an east
impact, drove to the Multnomah Office at Hayden Island.

Operator of Unit #1 stated in substance: That he came across the Slough Bridge sout
placing the vehicle into 4th gear. He then tried to slow down but couldn't move his legs
doesn't work, that he was just goofing off and has a little hot rod and just tried to ope
"Romped in all three gears and went."

Passenger of Unit #1, Mr. Sly, stated in substance: That they were southbound on th
They started moving into the left lane when another vehicle directly in front of them mov
then said there was no place to go and then the accident occurred. Mr. Sly was not aware
jumped the guardrail.

Occupants of Unit #3 are to be interviewed by Corporal Toddy and Sr. Tpr. Watson.

SUPPLEMENTAL, IF REQUESTED: Aug 26, 1977



Conditions	117.	Unit 1	Unit 2	118. Traffic Control Device	FIRST AID GIVEN BY: AA Ambulance
LIGHT	Skidmarks to impact (ft.)	139	0	☒ YES ☐ NO	INJURED TAKEN TO: Emanuel Hospital
N or DUSK	Distance Travel'd after impact (ft)	155	427' 7"	Describe: Speed, merge & slow signs; 40mph signs south end of Slough Bridge	BY: AA Ambulance
NS/Lighted	Stated spd. before impact (MPH)	Unk	-		
NS/Unlighted	Designated speed for area (MPH)	50	50		
R					

JAMES RES. ADDRESS & PH. 13450 NE Sandy Boulevard, Portland, phone: 252-7402

RES. ADDRESS & PH.

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

the accident scene consists of 3 asphalt southbound lanes and 3 asphalt northbound lanes.
hbound lanes are separated by a 6 inch concrete curbing with a 2 foot metal guardrail
bing. The area is lighted by overhead lights at the south end of the Slough Bridge, and
e going onto the bridge for northbound traffic, also a flat left hand curve for southbound
ed with Unit #1 southbound on I-5 in the center lane at a high rate of speed. Approaching
ridge, Operator #1 had overtaken a slower vehicle and, as he began moving into the left la
lost control of Unit #1. Unit #1 then swerved left, struck the divider curb and jumped the
und lanes in a southbound direction.

und in the left northbound lane and entering the right hand curve approaching the Slough Brid
und in the left northbound lane and entering the right hand curve approaching the Slough Brid
uthbound lanes. Unit #1, while airborne, struck Unit #2 head-on, shearing off the hood and
three occupants instantly inside of Unit #2. Unit #2 continued northbound unguided and came
roximately half way across the Slough Bridge.

und in the left lane and behind Unit #2. Unit #1 continuing southbound airborne in the north-
#3 while airborne at an angle forcing Unit #3 to the right. Unit #3 came to rest facing eas
Unit #3 was then struck in the right rear by Unit #4 who had been northbound in the right la

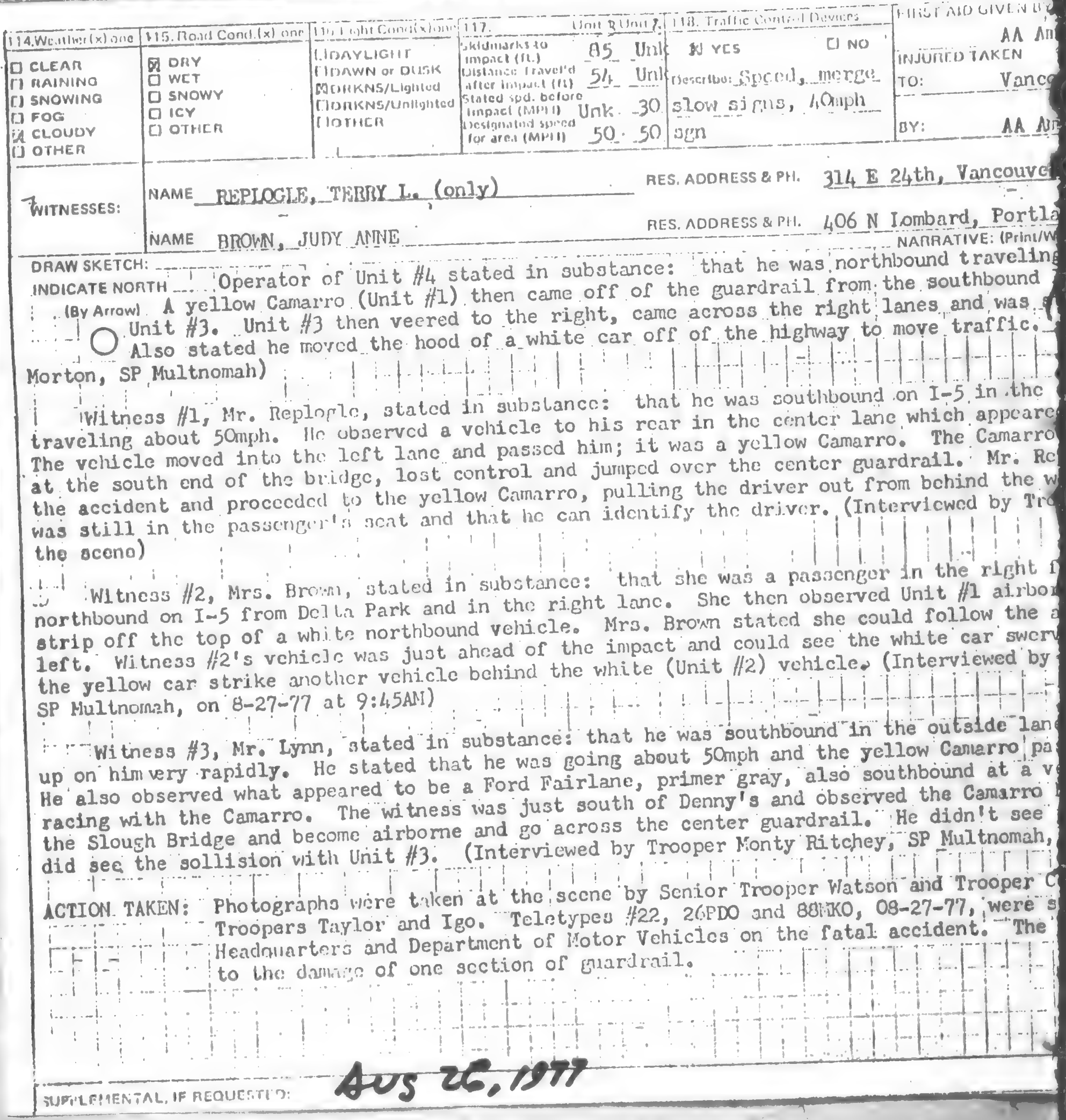
Unit #3, then spun in a counter-clockwise direction, striking the center guardrail with its
slightly south of Unit #3 in the left lane, facing in an easterly direction. Unit #4, after
h Office at Hayden Island.

ed in substance: That he came across the Slough Bridge southbound, moved into the left lane
gear. He then tried to slow down but couldn't move his legs. He added that his speedometer
t goofing off and has a little hot rod and just tried to open it up. He also stated he had,
d went."

r. Sly, stated in substance: That they were southbound on the Slough Bridge in the center lan
left lane when another vehicle directly in front of them moved into the left lane. Mr. Sly
to go and then the accident occurred. Mr. Sly was not aware, when interviewed, Unit #1 had

to be interviewed by Corporal Toddy and Sr. Tpr. Watson.

us 26, 1977



114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 3	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN B
☐ CLEAR	☒ DRY	☐ DAYLIGHT	Skidmarks to impact (ft.)	85	Unk	☒ YES ☐ NO	AA Am
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	54	Unk	Describe: Speed, merge	INJURED TAKEN TO: Vanco
☐ SNOWING	☐ SNOWY	☒ DRKNS/Lighted	Stated spd. before impact (MPH)	Unk	30	slow signs, 40mph	
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	50	50	sgn	BY: AA Am
☒ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME REPLOGLE, TERRY L. (only) RES. ADDRESS & PH. 314 E 24th, Vancouve

NAME BROWN, JUDY ANNE RES. ADDRESS & PH. 406 N Lombard, Portla

NARRATIVE: (Print/W

DRAW SKETCH: INDICATE NORTH (By Arrow) ○

Operator of Unit #4 stated in substance: that he was northbound traveling A yellow Camarro (Unit #1) then came off of the guardrail from the southbound Unit #3. Unit #3 then veered to the right, came across the right lanes and was Also stated he moved the hood of a white car off of the highway to move traffic. Morton, SP Multnomah)

Witness #1, Mr. Replogle, stated in substance: that he was southbound on I-5 in the traveling about 50mph. He observed a vehicle to his rear in the center lane which appeare The vehicle moved into the left lane and passed him; it was a yellow Camarro. The Camarro at the south end of the bridge, lost control and jumped over the center guardrail. Mr. Re the accident and proceeded to the yellow Camarro, pulling the driver out from behind the w was still in the passenger's seat and that he can identify the driver. (Interviewed by Tr the scene)

Witness #2, Mrs. Brown, stated in substance: that she was a passenger in the right f northbound on I-5 from Delta Park and in the right lane. She then observed Unit #1 airbor strip off the top of a white northbound vehicle. Mrs. Brown stated she could follow the a left. Witness #2's vehicle was just ahead of the impact and could see the white car swerv the yellow car strike another vehicle behind the white (Unit #2) vehicle. (Interviewed by SP Multnomah, on 8-27-77 at 9:45AM)

Witness #3, Mr. Lynn, stated in substance: that he was southbound in the outside lan up on him very rapidly. He stated that he was going about 50mph and the yellow Camarro pa He also observed what appeared to be a Ford Fairlane, primer gray, also southbound at a v racing with the Camarro. The witness was just south of Denny's and observed the Camarro the Slough Bridge and become airborne and go across the center guardrail. He didn't see did see the sollision with Unit #3. (Interviewed by Trooper Monty Ritchey, SP Multnomah,

ACTION TAKEN: Photographs were taken at the scene by Senior Trooper Watson and Trooper C Troopers Taylor and Igo. Teletypes #22, 26PDO and 88MKO, 08-27-77, were s Headquarters and Department of Motor Vehicles on the fatal accident. The to the damage of one section of guardrail.

Aug 26, 1977

SUPPLEMENTAL, IF REQUESTED:

nd(x)one	117.	Unit 2	Unit 7	118. Traffic Control Devices
IT	Skidmarks to impact (ft.)	85	Unk	☒ YES ☐ NO
DUSK	Distance Travel'd after impact (ft)	54	Unk	Describe: Speed, merge
lighted	Stated spd. before impact (MPH)	Unk	30	slow signs, 40mph
Unlighted	Designated speed for area (MPH)	50	50	sgn

FIRST AID GIVEN BY: AA Ambulance

INJURED TAKEN TO: Vancouver Memorial Hospital

BY: AA Ambulance

L. (only)

RES. ADDRESS & PH 314 E 24th, Vancouver, Washington 694-4886

E

RES. ADDRESS & PH. 406 N Lombard, Portland, Oregon 285-6183

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

t #4 stated in substance: that he was northbound traveling about 30mph, well behind Unit
it #1) then came off of the guardrail from the southbound lanes, striking the left front o
veered to the right, came across the right lanes and was struck in the right rear by Unit
e hood of a white car off of the highway to move traffic. (Interviewed by Trooper Frank

tated in substance: that he was southbound on I-5 in the center lane near Hayden Island
ved a vehicle to his rear in the center lane which appeared to be at a high rate of speed.
lane and passed him; it was a yellow Camarro. The Camarro (Unit #1) then rounded the curve
lost control and jumped over the center guardrail. Mr. Replogle then stopped across from
e yellow Camarro, pulling the driver out from behind the wheel. He stated the passenger
t and that he can identify the driver. (Interviewed by Trooper John Taylor, SP Multnomah, a

ted in substance: that she was a passenger in the right front seat of a vehicle operating
k and in the right lane. She then observed Unit #1 airborne at an angle and southbound
thbound vehicle. Mrs. Brown stated she could follow the accident by turning her head to th
just ahead of the impact and could see the white car swerve and straighten out. She also s
hicle behind the white (Unit #2) vehicle. (Interviewed by 2nd Lieutenant Edwin Schroeder,
AM)

d in substance: that he was southbound in the outside lane and observed two vehicles c
d that he was going about 50mph and the yellow Camarro passed him like he was standing sti
o be a Ford Fairlane, primer gray, also southbound at a very high speed and appeared to be
tness was just south of Denny's and observed the Camarro hit the curve at the south end of
borne and go across the center guardrail. He didn't see the collision with the Toyota but
#3. (Interviewed by Trooper Monty Ritchey, SP Multnomah, on 8-27-77 at 9:30AM)

taken at the scene by Senior Trooper Watson and Trooper Cole. Measurements were taken by
and Igo. Teletypes #22, 26PDO and 88MKO, 08-27-77, were sent to SP Milwaukie, SP Salem
Department of Motor Vehicles on the fatal accident. The Highway Department was notified
one section of guardrail.

s 26, 1977

Dec. 9, 1977

[illegible] | [illegible] Conditions | [illegible] Conditions | 117. Unit 1 Unit 2 | 118. Traffic Control Devices | FIRST AID GIVEN BY:

CLEAR
RAINING
SNOWING
FOG
CLOUDY
OTHER

☐ DRY
☐ WET
☐ SNOWY
☐ ICY
☐ OTHER

☐ DAYLIGHT
☐ DAWN or DUSK
☐ DRKNS/Lighted
☒ DRKNS/Unlighted
☐ OTHER

Skidmarks to impact (ft.) None
Distance Travel'd after impact (ft) 100'
Stated spd. before impact (MPH) 40
Designated speed for area (MPH)

☐ YES ☐ NO
Describe:

FIRST AID GIVEN BY: No Services Requir
INJURED TAKEN
TO: No Services Req
BY:

WITNESSES:
NAME CROCKFORD, SHERRY NELL — RES. ADDRESS & PH. 10307 NE 119th, Vancouver, W
NAME SHUNN, SANDRA JOY — 11813 SE 5th, Vancouver, Wa.
NAME GERBER, GIL — RES. ADDRESS & PH. 1209 NE 109th, Vancouver,

DRAW SKETCH:
INDICATE NORTH
(By Arrow)
○

NARRATIVE: (Print/Write Clea

This accident occurred in the north and southbound lanes of a six lane freeway, ha direction. Highway is constructed of asphalt, with a metal median guardrail on a was southbound in the left lane after just crossing the Slough Bridge, when it swe striking and jumping the median guardrail, and crossing the three northbound lanes against the curb of the right lane.

Op. #1 stated in substance that he was southbound in the left lane at approximately 40 mph, the Slough Bridge, his Unit #1 jerked to the left and ended up where the vehicle stopped.

Passenger #1 stated essentially the same as Op. #1.

Witness Crockford, stated in substance that she was northbound in the left lane when she obse guardrail sideways, just missing her vehicle's trunk.

Witness Shunn, who was a passenger in witness Crockford's vehicle, stated esentially the sam

Witness Gerber stated in substance that he was northbound when he observed Unit #1 jumping th center lane sideways and coming to rest against the outside curb.

Corporal Forbes arrived at the scene at 10:40PM. The Highway Department was advised of

[illegible]MENTAL, IF [illegible]

?(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices
USK	Skidmarks to impact (ft.)	None		☐ YES ☐ NO
nted	Distance Travel'd after impact (ft)	100'		Describe:
ignted	Stated spd. before impact (MPH)	40		
	Designated speed for area (MPH)			

FIRST AID GIVEN BY: No Services Required

INJURED TAKEN TO: No Services Required

BY:

ELL 10307 NE 119th, Vancouver, Wa. 206-256-7978

RES. ADDRESS & PH. 11813 SE 5th, Vancouver, Wa.

RES. ADDRESS & PH. 1209 NE 109th, Vancouver, Wa.

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

d in the north and southbound lanes of a six lane freeway, having three lanes in each
s constructed of asphalt, with a metal median guardrail on a raised curb. Unit #1
left lane after just crossing the Slough Bridge, when it swerved to the left,
the median guardrail, and crossing the three northbound lanes, and coming to rest
he right lane.

he was southbound in the left lane at approximately 40 mph, when after just crossing
jerked to the left and ended up where the vehicle stopped.

the same as Op. #1.

stance that she was northbound in the left lane when she observed Unit #1 jumping the
her vehicle's trunk.

ger in witness Crockford's vehicle, stated esentially the same as Witness Crockford.

ce that he was northbound when he observed Unit #1 jumping the guardrail from the
to rest against the outside curb.

scene at 10:40PM. The Highway Department was advised of the damage to the guardrail.

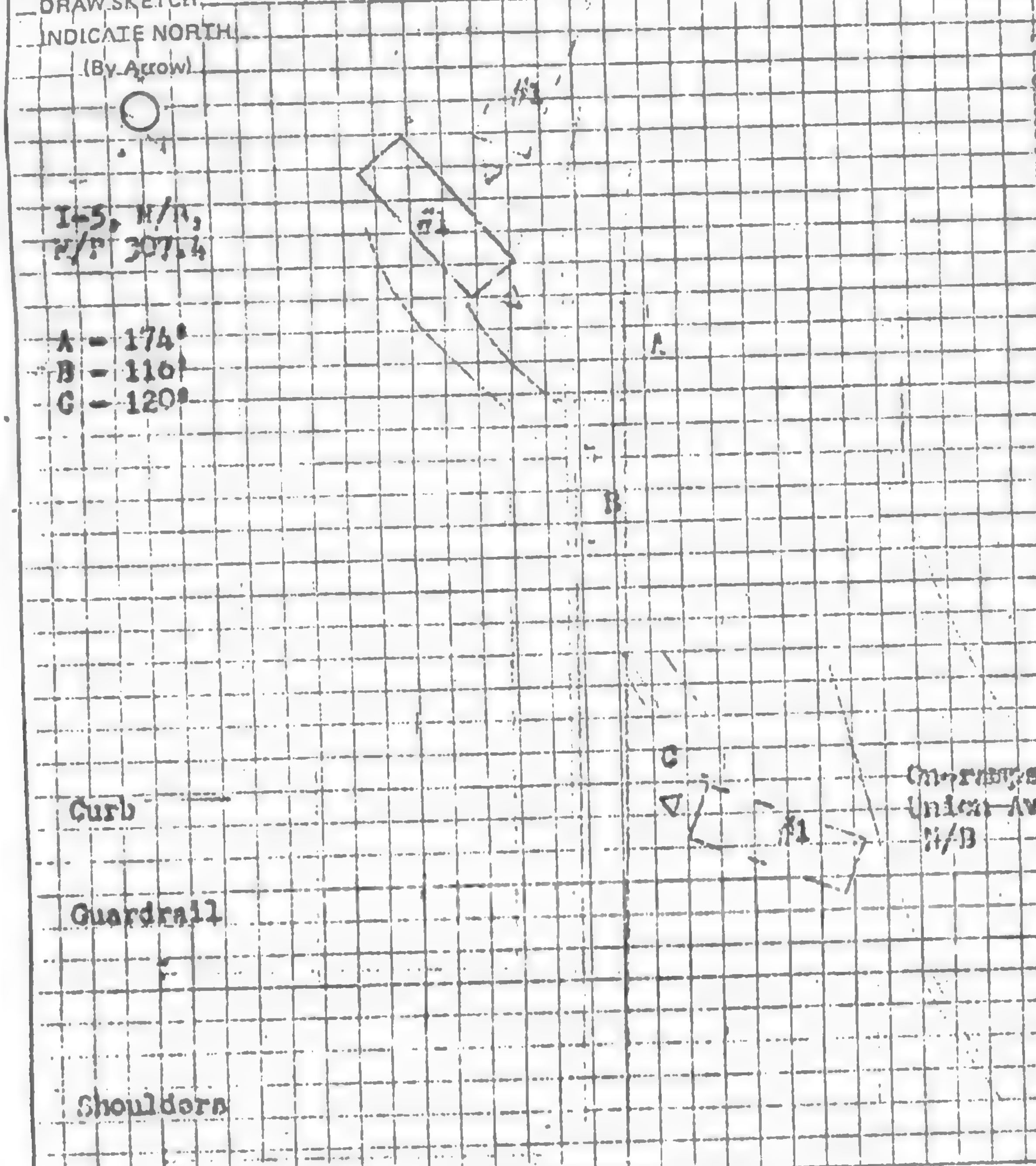
114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY
☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ☐ DAWN or DUSK ☒ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.)	174		☐ YES ☒ NO	INJURED TAKEN TO:
			Distance Travel'd after impact (ft)	236		Describe:	
			Stated spd. before impact (MPH)	50			BY:
			Designated speed for area (MPH)	55			

WITNESSES:

NAME NONE RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH
(By Arrow)



NARRATIVE: (Print/W

The highway at the scene of t
direction. Traffic direction
guardrail. There are 4 lanes
and the traffic lanes are bord
point of impact, there is a mo
slope and traffic narrows fro
to 4, 2 for each direction.
the time of the accident, was
dimly lit.

Unit #1 was southbound on I-5
came into the curve turn and
174', spun counterclockwise,
then jumped onto the top of t
The vehicle landed in the nor
the right traffic lane facing
where it made last contact wi
the vehicle's undercarriage w
damage to the vehicle's right
guardrail was one split suppo
The operator complained of i
refused medical attention.
to the owner's residence by
Department was dispatched to
fire had burned itself out p

Operator #1 stated in substa
in the left lane. His speed
curve and onto the downward
He layed down onto the seat
the right. His vehicle then
facing in a westerly directi

There were no witnesses to t

SUPPLEMENTAL, IF REQUESTED:

ight Cond(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
YLIGHT	Skidmarks to impact (ft.)	174		☐ YES ☒ NO	N/A Apr. 13, 1978
WN or DUSK	Distance Travel'd after Impact (ft)	236		Describe:	INJURED TAKEN TO: N/A
KNS/Lighted	Stated spd. before impact (MPH)	50			
KNS/Unlighted	Designated speed for area (MPH)	55			BY:
HER					

RES. ADDRESS & PH.

RES. ADDRESS & PH.

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

#1
A
B
C
#1
On-ramps
Union Ave
N/B

The highway at the scene of the accident is north and south in
direction. Traffic direction is separated by a 3 ft. high met
guardrail. There are 4 lanes for traffic, 2 for each directio
and the traffic lanes are bordered by shoulders. Prior t the
point of impact, there is a moderate right curve and a d war
slope and traffic narrows from 6 lanes, 3 for each direction,
to 4, 2 for each direction. The highway is asphalt paved and
the time of the accident, was free of obstructions, dry and
dimly lit.

Unit #1 was southbound on I-5 and in the left lane. The vehic
came into the curve turn and onto the downward slope, skidded
174', spun counterclockwise, and hit the guardrail. The vehic
then jumped onto the top of the guardrail and slid another 116
The vehicle landed in the northbound lanes and came to rest in
the right traffic lane facing in a westerly direction, 120' fr
where it made last contact with the guardrail. Damage was to
the vehicle's undercarriage which was moderate. There was als
damage to the vehicle's right front quarter. Damage to the
guardrail was one split support post and rail disfigurem .
The operator complained of injuries to his right side, however
refused medical attention. The vehicle was towed from the sce
to the owner's residence by Emergency Towing. The Portland Fi
Department was dispatched to the scene, however, the reported
fire had burned itself out prior to writer's arrival.

Operator #1 stated in substance that he was southbound on I-5
in the left lane. His speed was 40-50 mph. He came to the
curve and onto the downward slope and lost control of his vehi
He layed down onto the seat and turned the steering wheel to
the right. His vehicle then came to rest in the northbound la
facing in a westerly direction.

There were no witnesses to the accident.

#1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310
November 1, 1976

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Accident Study
Columbia Slough Bridge to Oregon Slough Bridge Section
M.P. 306.39 to M.P. 307.51
Pacific Highway
Multnomah County

NOTED
R.D. TRYGSTAD

NOTED
VERNON L. TABERY

Between January 1971 and July 1976, there have been more than 290 accidents on the Pacific Highway between the Columbia Slough Bridge (M.P. 306.39) and the Oregon Slough Bridge (M.P. 307.51) in Northern Portland. There have been no fatalities but there have been almost 200 people injured.

A review of the accident record reveals that there are several problem areas on the freeway. The major problem is that the facility is over-capacity during peak hours and that the controlling factor of this is north of the study area. This is suggested by three facts:

1. Sixty percent of all accidents are rear-end accidents.
2. Seventy percent of all accidents occur in the northbound lanes.
3. Thirty percent of all accidents occur between 4:00 p.m. and 6:00 p.m. (Eighty percent of these are rear-end.)

The accidents are spread throughout the section and in most cases, there is no apparent physical problem to cause them. The exceptions to this are the other problem areas and these are discussed below.

1. Denver Avenue On-Ramp (M.P. 307.08) to Union-Swift Off-Ramp (M.P. 307.12) Northbound.

   There is a concentration of accidents in this area caused by the short spacing between the ramps which creates an inadequate weave distance.

2. Union-Swift On-Ramp (M.P. 307.11) to Denver Avenue Off-Ramp (M.P. 307.01) Southbound.

   A similar problem exists here but the accident record is not as severe.

3. Union-Swift On-Ramp (M.P. 307.40) to Oregon Slough Bridge (M.P. 307.49) Northbound.

   The ramps from Union Avenue and the Swift Highway merge into a single lane and then this lane enters the freeway as an added lane. Northbound vehicles on the freeway heading for the Jantzen Beach Off-Ramp must merge into this added lane and these two conditions have caused a concentration of accidents around the ramp entrance.

TO: R. L. Schroeder
Page 2
November 1, 1976

4. Swift Highway Off-Ramp (M.P. 307.51) to Union Avenue Off-Ramp (M.P. 307.46) Southbound.

   There have been a number of accidents at the Union Avenue Off-Ramp most of which could be attributed to the proximity of the two ramps.

5. Union Avenue Off-Ramp (M.P. 307.46) Southbound.

   In the vicinity of this ramp, the roadway and structure make a curve to the left of greater than nine degrees. This has resulted in a concentration of fixed object and sideswipe accidents in this area.

There is little that can be done to reduce accidents on this section of the Pacific Highway without major revisions to the roadway and structures. The primary need is for more capacity in the form of added lanes. The existing ramps should also be redesigned to eliminate the weave problems that exist between the Columbia Slough and Jantzen Beach Interchange.

L. E. George
Traffic Engineer

SRW

SRW:ds

NOTED
DWAYNE HOFSTETTER

For [illegible]

5-Yr+ CD I-5

N. End Col. Slough Bridge M.P. 306.39

to

Jct Swift Hwy M.P. 307.51

Let me know if we have a diagram covering this section. If not, we're to request assistance. - Dave 10-4-76

CAW
10/1/76 pm

Target: Oct 18th
B-10-4-76

aa
10/14/76
299-Acc

Dwayne - Apparently the diagram Gene put together for us was too narrow & too short.
CAW 10/14/76

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of [illegible] County Multnomah
Intersection of [illegible] and MP 306.[illegible]
Highway Number I-5 thru MP 307.51
Period Covered 1-1-71 7-31-76
Compiled by [illegible] Drawn by ____ Date 10-19-76

LEGEND

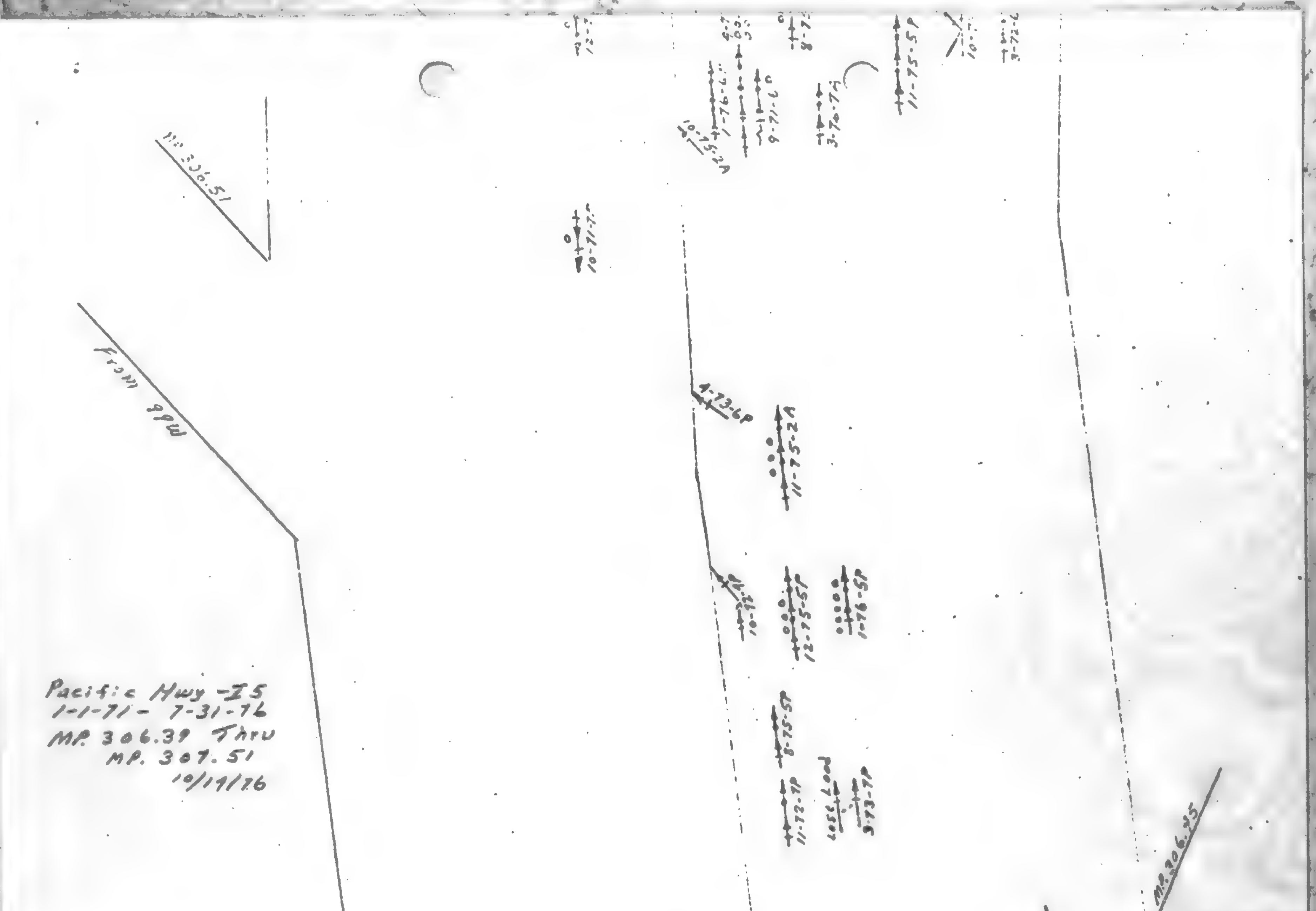
● Person Killed
◄----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
◄—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe

Period	Accident Rate	Comparable State Rate	M.P 307.04 ADT used
71-72	2.75	1.45	52,950
73-74	1.65	0.76	59,850
75	2.30	1.01	64,900
7 Mos. 76	2.03	-	68,000 (est.)
71 to 7 Mos. 76	2.14	1.08 (71-75)	60,200

◁----- Path of Pedestrian
◄—— Path of Vehicle
◁----- Path of Animal
◄—— Vehicle Moving
◄—● Vehicle Stopped
◄—► Vehicle Backing
▭ Properly Parked
▭ Improperly Parked
Vehicle Overturned
◄∿∿ Vehicle Skidded

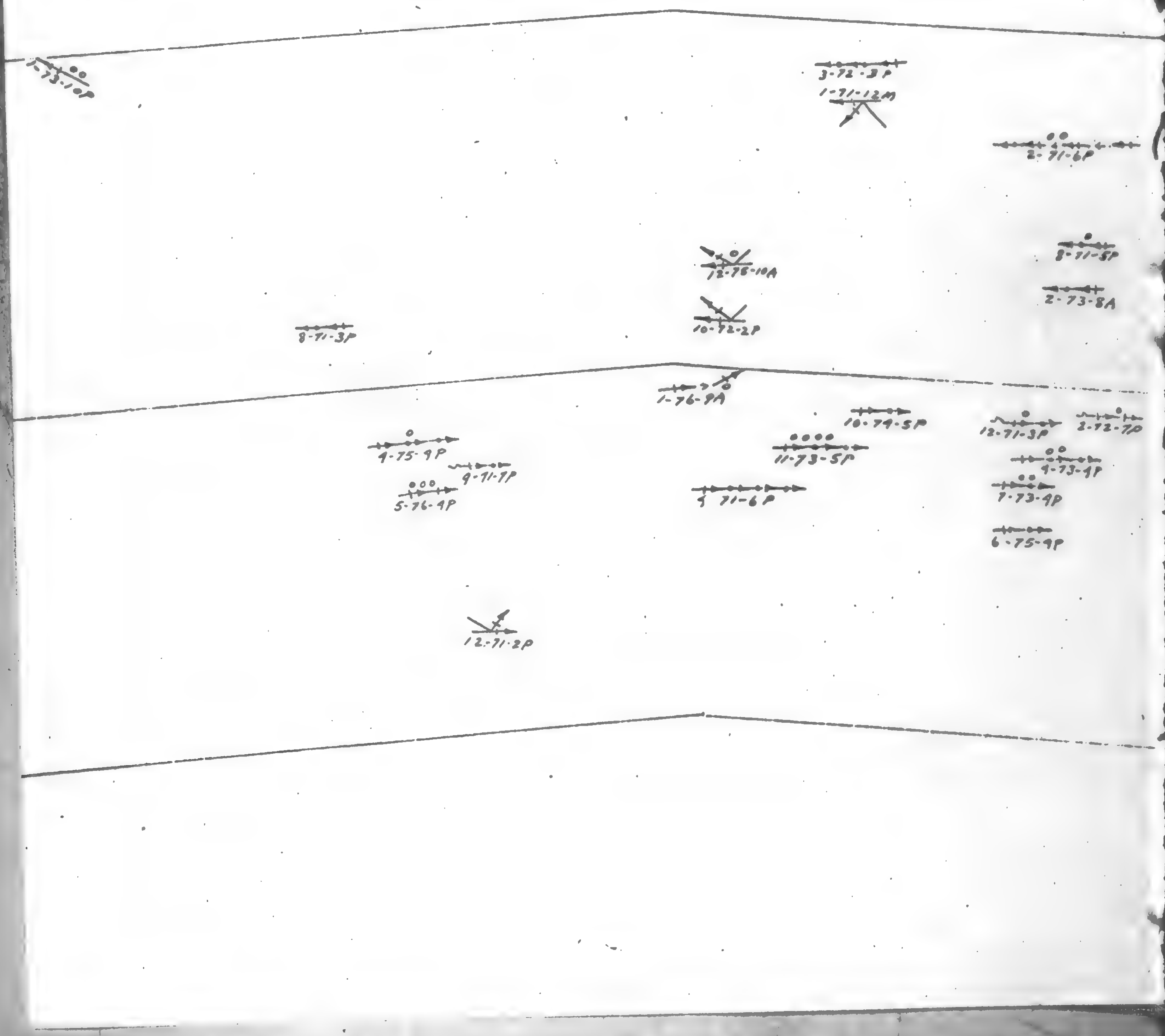
Collision Type	1971-1972				1973-1974				1975				7 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		31	31	62		25	21	46		18	27	45		17	8	25		91	87	178
Sideswipe		2	19	21		3	6	9		1	6	7			2	2		6	33	39
Turning Movement		1	6	7			4	4							1	1		1	11	12
Parking																				
Non-collision			2	2		2		2						2		2		4	2	6
Fixed Object		9	15	24		9	9	18		4	5	9		2	1	3		24	30	54
Pedestrian																				
Backing			1	1															1	1
Misc.		1	1	2			2	2										1	3	4
TOTAL		41	75	119		39	42	81		23	38	61		21	12	33		127	167	294

Form E-261-6-70


From 99W
To 99W
MP 306.51
MP 306.95
10-71-7P
4-73-6P
11-75-2A
12-75-5P
1-76-5P
8-75-5P
11-72-7P
Lose Load
3-73-7P
9-71-11A
12-71-9P
2-75-6P
8-71-2A
Lose Wheel
10-73-3P
2-71-8A
3-71-6P
12-71-6P
9-75-1P
8-73-3P
1-74-1A
7-73-8P
2-73-6P
5-72-12A
3-71-3P
4-76-6P
2-72-1A
11-75-5P
3-76-7A
1-76-6P
9-71-6P

Pacific Hwy - I5
1-1-71 - 7-31-76
MP. 306.39 Thru
MP. 307.51
10/19/76

Day - 185
Nite - 109
Total - 294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2-71-6P
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10-72-2P
1-76-9A
10-74-5P
12-71-3P
2-72-7P
9-75-9P
11-73-5P
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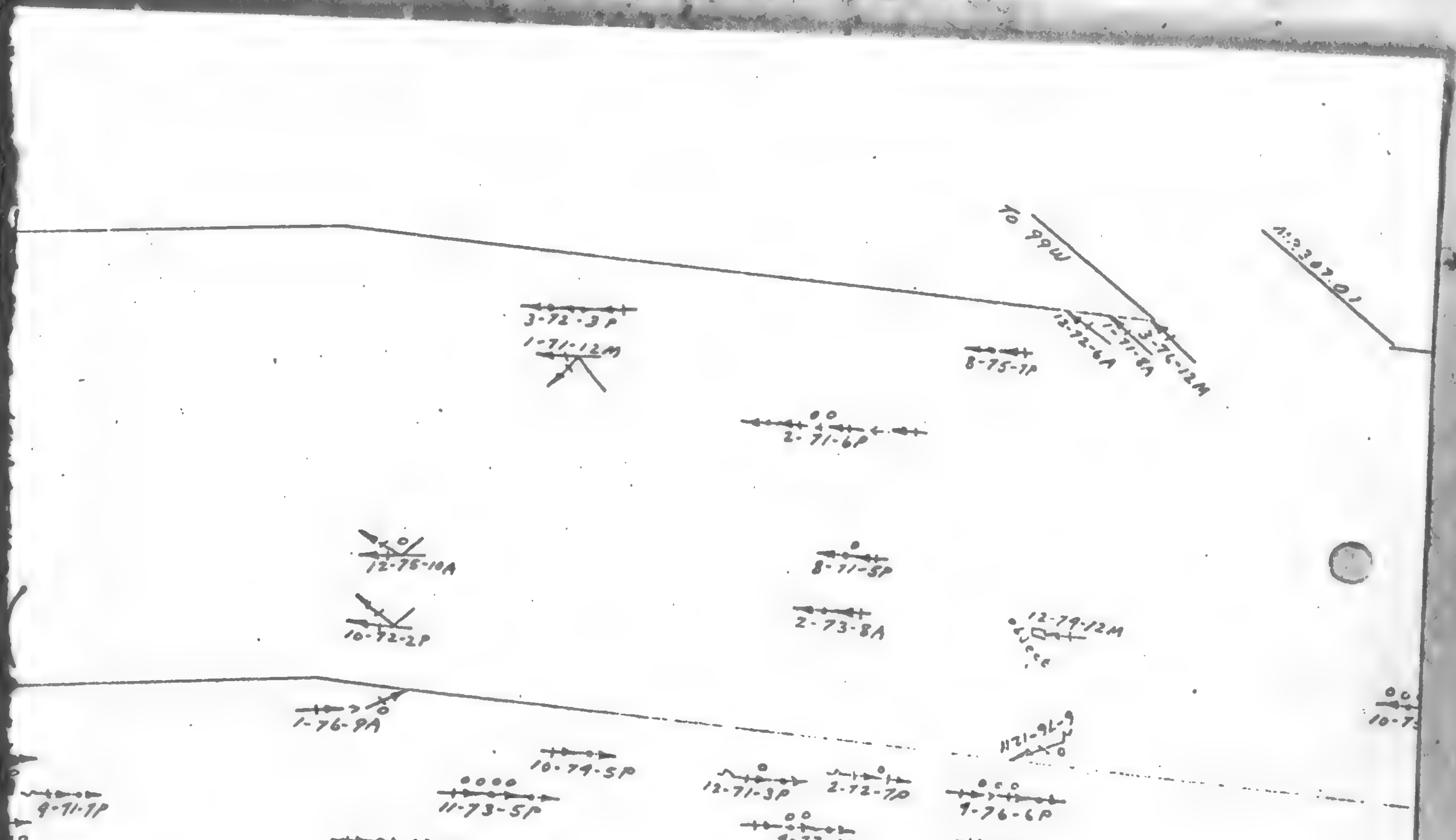
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2-71-6P
12-75-10A
8-71-5P
10-72-2P
2-73-8A
12-79-12M
1-76-9A
6-76-12M
10-79-5P
12-71-3P
2-72-7P
9-76-6P
9-71-7P
11-73-5P
9-73-4P
2-76-5P
9-71-6P
7-73-4P
6-73-1P
6-75-4P
9-75-5P
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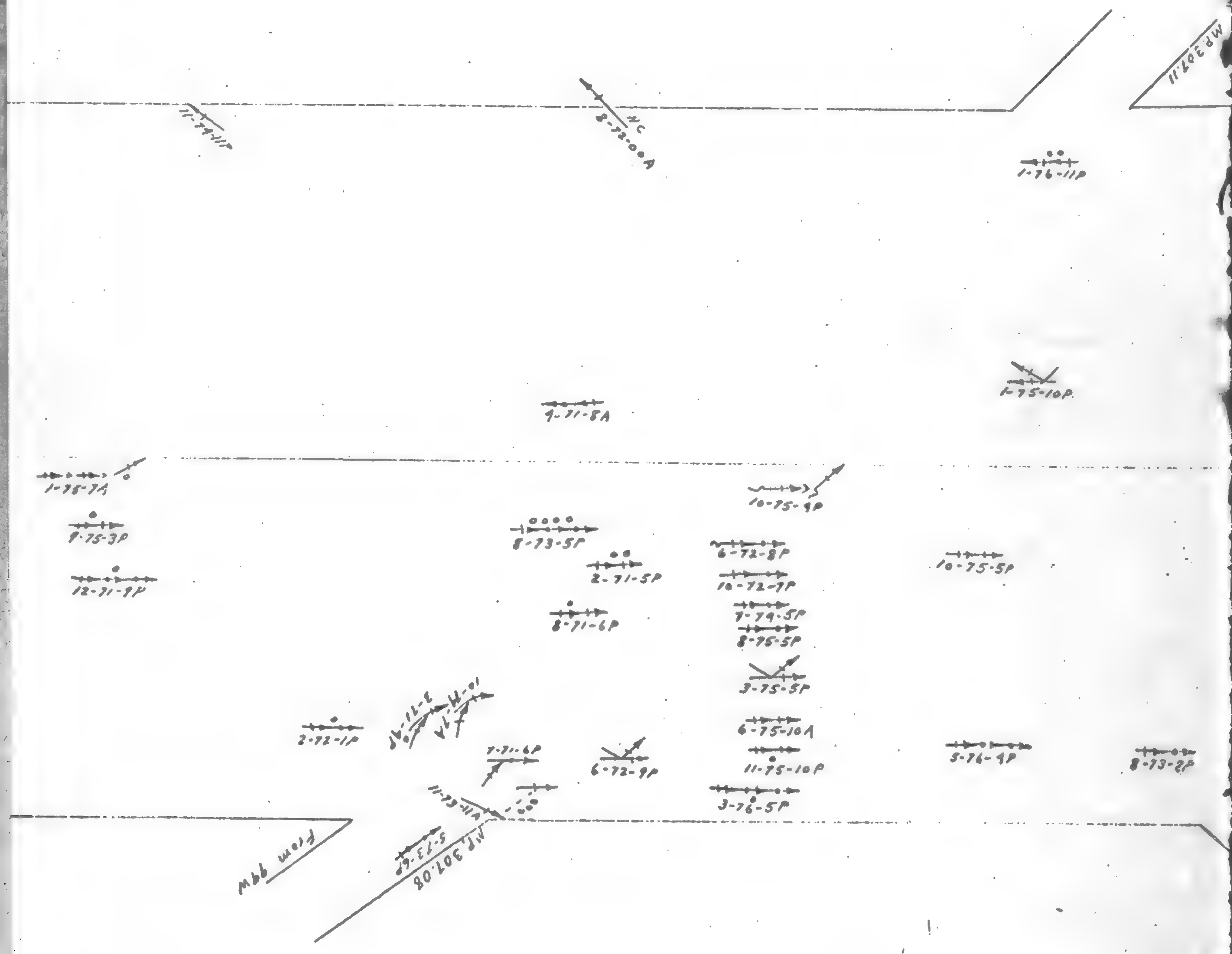
2-74-8A
10-7
8-79-



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9-75-3P
8-73-5P
12-71-9P
2-71-5P
8-71-6P
6-72-8P
10-72-7P
10-75-5P
7-74-5P
8-75-5P
3-75-5P
2-72-1P
3-71-9P
10-71-7A
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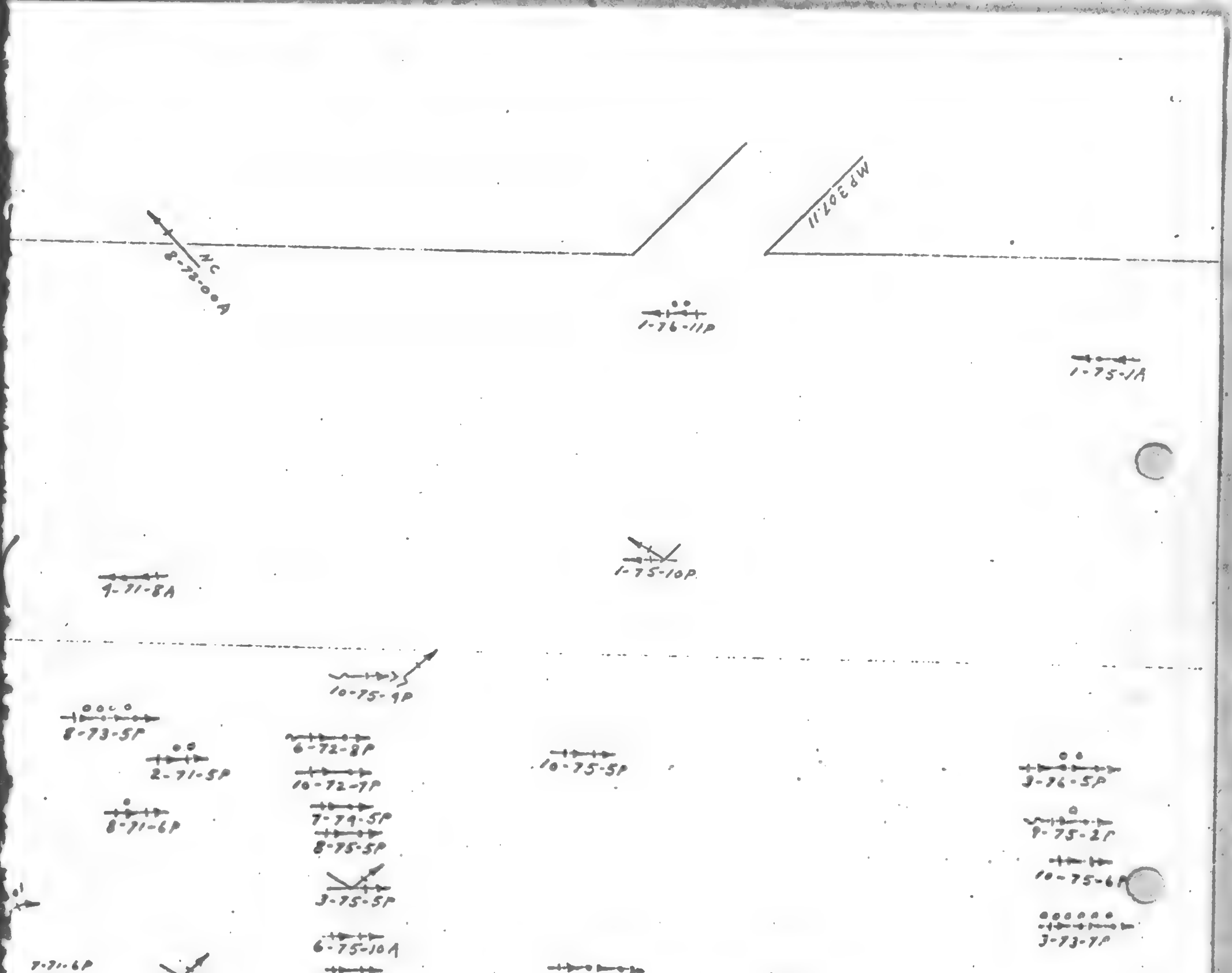
MP 307.08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10-72-7P
7-74-5P
8-75-5P
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3-76-5P
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10-75-5P
5-76-9P
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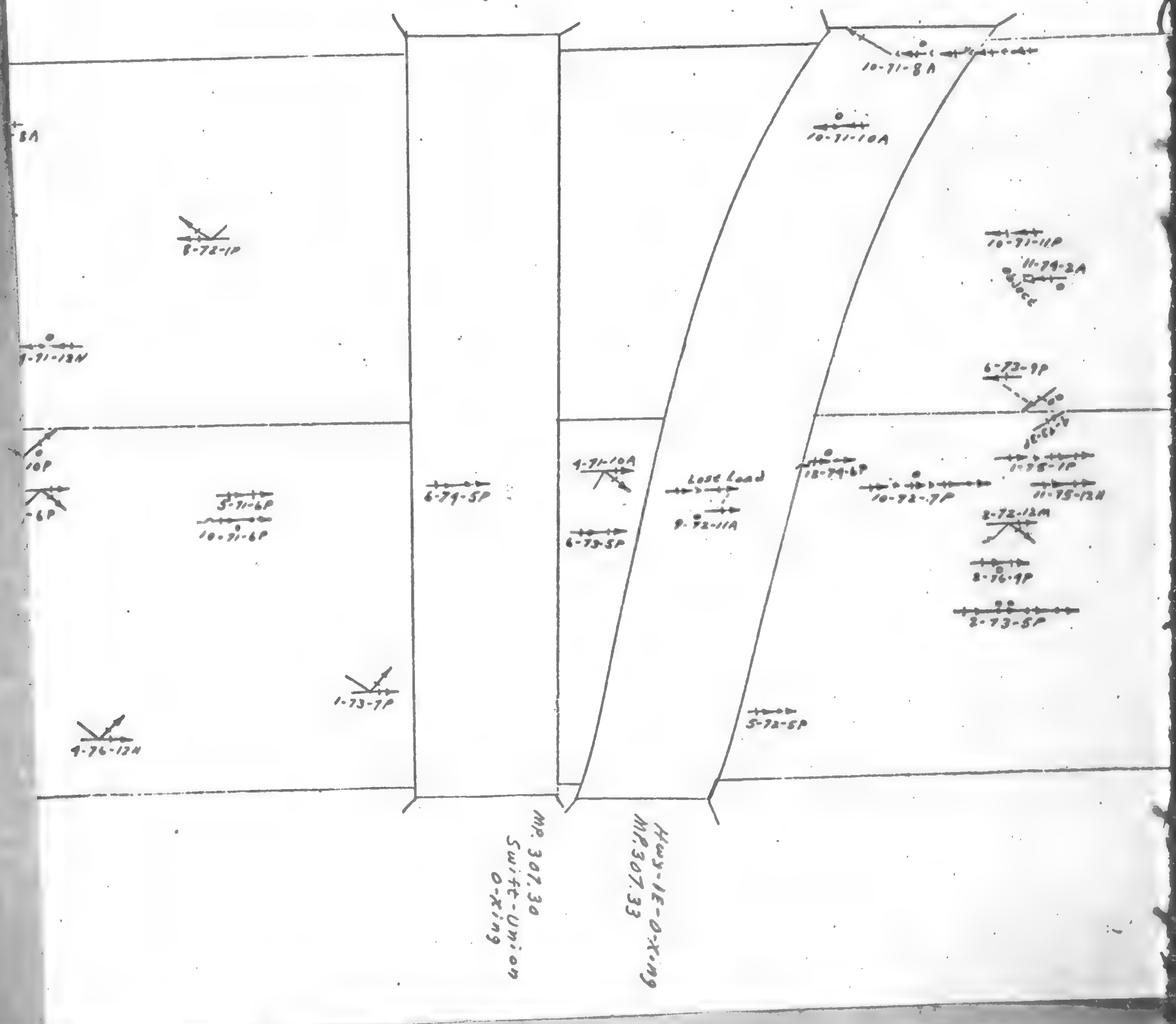-8A
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9-71-10A
6-73-5P
Lost Load
9-72-11A
5-72-5P
10-71-8A
10-71-10A
10-71-11P
11-74-2A
Object
6-73-9P
12-74-6P
10-72-7P
11-75-1P
11-75-12N
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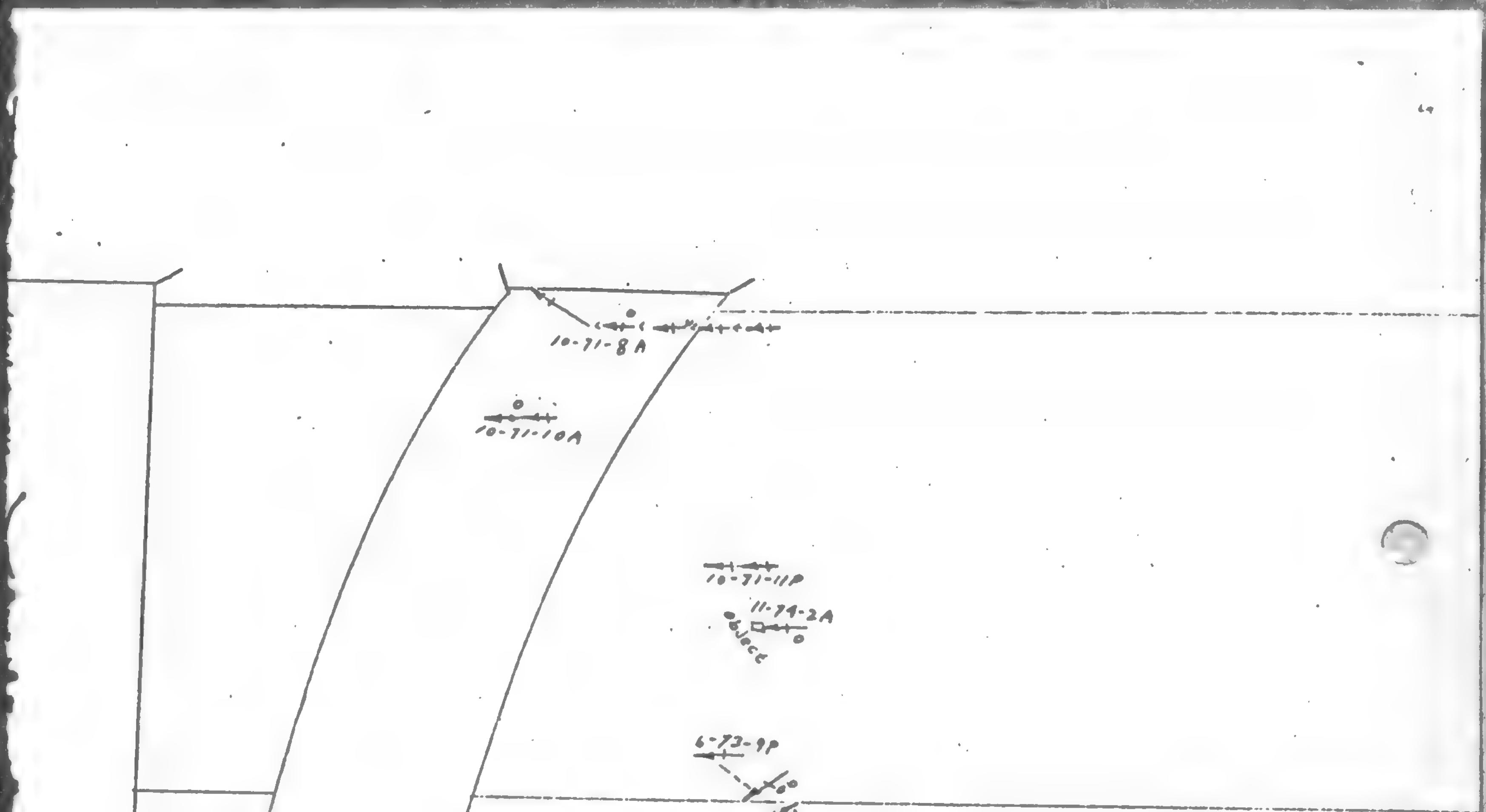
MP. 307.30
Swift-Union
O-Xing
Hwy-15-O-Xing
MP.307.33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11-75-12N
2-72-12M
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2-73-5P
5-72-5P
9-71-2A
8-74-5P
9-73-6P
12-75-5P
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3-73-3P
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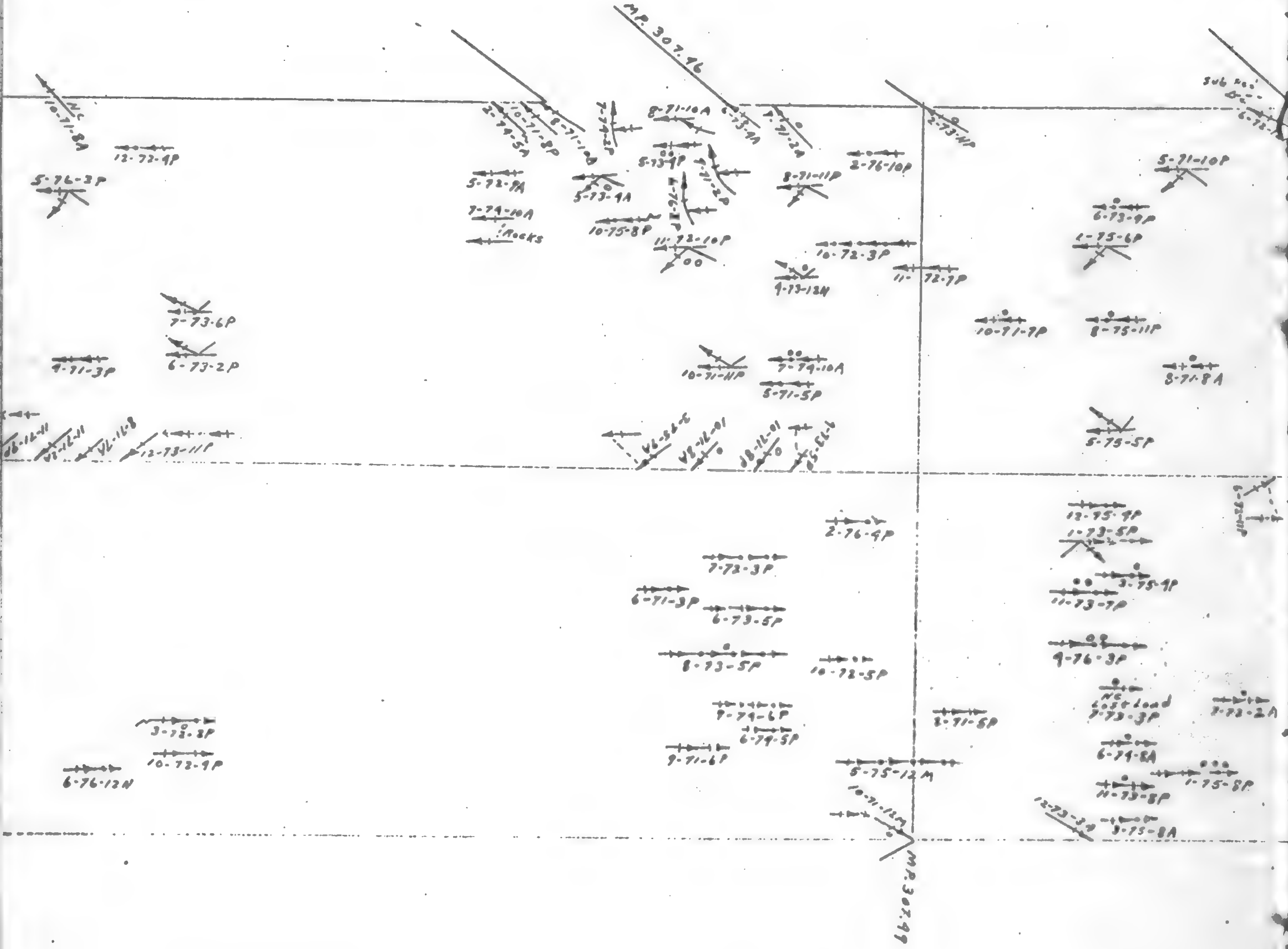
Hwy-1E-O-X-ing
MP. 307.33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M.P. 307.99
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NC
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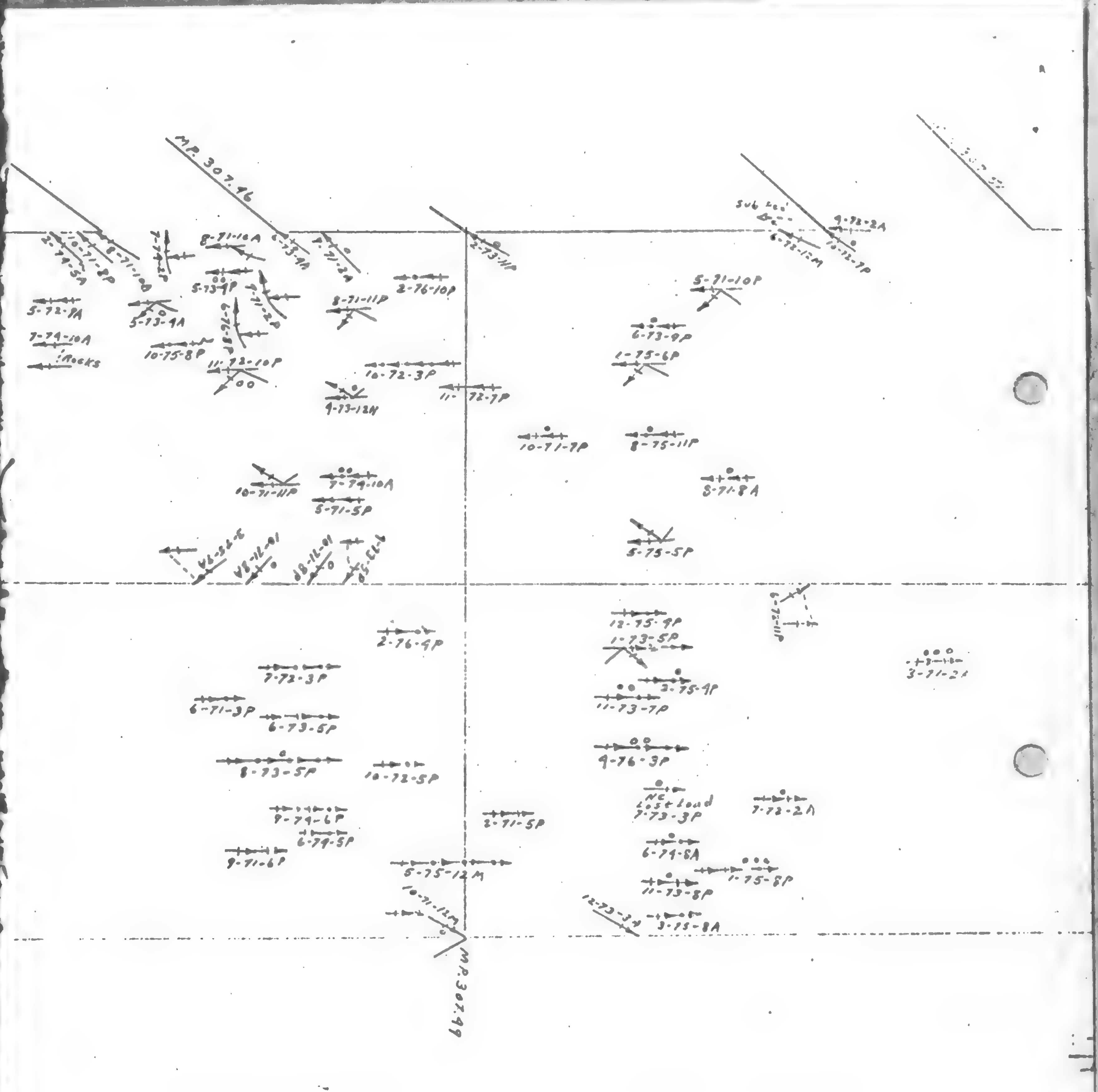

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NC
Lost Load
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10-71-12M
12-73-3A
3-73-8A
M.P. 307.99

8859

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 2, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon I-5-6(91)308
Oregon Slough Bridge
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

I have reviewed the proposed method of handling the changeable message signs as outlined in your September 19, 1978, letter. I agree with your estimated salvage value of $500.00 each for the proposed neon advance warning signs. Consideration of potential long-term needs should be given in selecting installation locations.

G. K. Hosmer
for
G. L. Green

cc:
C. T. Keasey
D. O. Christensen

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 4 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

I-5

September 19, 1978

1 Versteeg ✓
Christensen
3 George
4 Olson
Terpin
2 Sullivan
Scott
Savage

RECEIVED
SEP 20 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Art — Jim File Copy
o.b.

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Dear Mr. Green:

Re: Neon Advance Warning Signs
Oregon Slough Bridge Section
Pacific Highway (I-5)
Multnomah County

As a part of "Temporary Protection and Direction of Traffic" on the above named project it is our intention to use variable message neon signs. These signs will display the message of "RIGHT/LEFT LANE CLOSED" and mileage increments from 1/4 to 3-3/4 miles. The southbound sign will be installed on the Interstate Bridge superstructure and the northbound sign span-wire mounted south of the Union-Denver-Swift Interchange.

It is our desire that these signs become property of the State of Oregon after completion of the project. The estimated initial cost to the contractor for each sign is $3,800.00. Being a special use sign we would estimate the salvage value about $500.00 plus State cost of removing and transporting to storage of an additional $600.00.

We respectfully request your concurrence and approval of salvage of the two neon signs at a value of $1,000.00.

Very truly yours,

J. H. Versteeg
Engineering
By:

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

NOTED
G. C. WILLS

DOC:ab
cc: C. T. Keasey
D. E. Swan

NOTED - W. H. WAKERLIG

NOTED
W. N. HACKLEMAN

8859

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	-5-6(91)308
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80411

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	9-29-78
DATE AUTHORIZATION EFFECTIVE	9-29-78
FEDERAL ROUTE NUMBER	Interstate 5
STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION: Oregon Slough Bridge Section

GENERAL DESCRIPTION OF WORK:

Shoulder and median barrier

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $387,776 - Federal Funds $357,607.

Swan
10-6

DATE	9-29-78
SIGNATURE OF APPROVING OFFICIAL	G. K. Hossner
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED   ☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

15

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/20/78
Donald L Prout

10-26-78 Bid Letting ____________ All Clear Deadline

SECTION OREGON SLOUGH BRIDGE
Highway Pacific
County Multnomah Region M
Type of Work Guardrail Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	Statewide - No Problems
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

.8231

STATE OF OREGON **INTEROFFICE MEMO**

15

ODOT Metro
DEPT.

238-8231
TELEPHONE

TO: DUANE CHRISTENSEN
Engineering Section

DATE: August 30, 1978

FROM: K. D. LIMBOCKER
Design Engineer

SUBJECT: Oregon Slough Bridge Section
Safety Guard Rail
Preliminary Plan Review

The preliminary plans have been reviewed by this office and we concur with comments made by Ed Hardt in his letter of August 24, 1978.

Mr. Hardt made reference to J. H. Versteeg's question regarding an overlay to help control vehicle vaulting of the median rail. Due to the severe break in the vertical alignment, the extent of a remedial overlay would be very extensive and very costly. Maintenance has attempted corrective paving in the past but the physical constraints are so numerous that the results are minimal.

The question of the reduced pedestrian/bikeway has been raised by the bicycle engineer. The barrier as proposed utilizes most of the existing walkway. Metro would like to reduce the barrier section and increase the size of the angle iron at the joints. Reasoning is based on low incidence of hits, or intrusions in the sidewalk area, the barrier would be more of a phychological factor than an actual physical barrier, and the incidence of pedestrian bicyclist exposure is very low.

Br. says no!

The only other alternative is to eliminate the sidewalk barrier completely.

Other comments are minor and noted in red on the enclosed set of plans.

KDL/ldo
Enclosure

REFERRED TO DNS
Stoudenmeyer
Beard
Sample
Cole
Watson
Eriksen
Leu
Dorn
Hager
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

✓ Versteeg
✓ Christensen DON
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 08 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Revising plan as per meeting 9-29-78
DNS

81-125-1387

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 24, 1978

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: HAL VERSTEEG
Head of Engineering

SUBJECT: MEDIAN AND SHOULDER BARRIER PROJECT
OREGON SLOUGH BRIDGE
INTERSTATE 5
MULTNOMAH COUNTY

We have reviewed the preliminary plans for the subject project and have the following comments.

1) You asked whether an overlay on the southbound lanes south of the bridge would help to prevent the problem of vehicles vaulting the median rail. We have referred that question to the Metro Branch, who did the preliminary work on the project, and they will be responding to that question. I have a feeling that we will find that the cost of doing anything worthwhile with respect to changing the roadway cross section will be extremely expensive and beyond the scope of this project.

2) Sheet #2. The precast shoulder barrier shown in Section B-B for the 16' ramp should have a keyway cut into the asphalt pavement and it should be set on a grout pad to take out pavement irregularities.

3) Sheet #2A. In order to minimize cost, the exposed aggregate surfacing on the concrete slab connecting the median barriers should be eliminated.

Call Hardt +
P2E
T.P.
will change

4) Sheet #2B. The upper left corner of the sheet shows Section A-A through the median barrier which is placed on the bridge sidewalk. I cannot locate the drawing of this cross section. Also, the bridge at this location is not the "Oregon Slough" bridge, it is the concrete structure over Swift Blvd., so the details for this shoulder barrier should be different than that for the slough bridge.

The upper drawing on this sheet shows 25' of "cast in place tapered barrier", whereas Sheet #4 (note 3) shows 37.5' of transition barrier.

In the center of the page there is a "Detail A" showing the steel median barrier base plate detail. I cannot find the location of this detail. Also, it's not clear what the connection is between the steel post, the 3/4" steel plate shown in Detail A, and the half inch plate shown in the typical section for this steel median. Detail A shows a single plate under each post, whereas the typical section shows a continuous plate under both posts. This should be clarified.

REFERRED TO
___ Beard ✓ Stoudenmeyer TWF
___ Cole ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ✓ Dorn ___ Leu ___
Return [✓ Discuss] Do File Copy Due ___
BY FINAL DESIGN ENGINEER

___ Versteeg ✓
2 Christensen Doc
___ George ___
3 Olson a.O.
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
AUG 25 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

See Don

5) Sheets #2C and #2D. District Engineer Maury Payne says that the glare screen detailed on these sheets is not the desired one in terms of replacement of the plastic blade. I understand that Bob Kuenzli has delivered to your office a sample of the detail that we would prefer to have.

6) Sheet #2E. The modified precast concrete barrier to be placed on the Oregon Slough bridge sidewalk will leave little room for pedestrians on that structure. It is requested that the design of that barrier be reviewed to determine if there is any feasible way to narrow up the base in order to provide as much room as possible for pedestrians.

I appreciate the opportunity to review these plans. If you have any questions on my comments, please advise.

ELH/cr
cc Don Adams
   Maury Payne

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

August 16, 1978

Oregon Slough Bridge Railing
Pacific Highway, I-5
Multnomah County
Bridge 1377H

NOTED
E. S. HUNTER

Enclosed are two sets of plans for the railing revisions on the subject structure. We propose to place a modified precast median barrier rail on the existing curb on the northbound lanes (upstream side). The barrier in the median will be a double flex beam rail. Because of the curb height a concrete median rail was not feasible.

Our best estimate of cost for the rails on the structure is as follows:

East Side - Double-faced Concrete

1,310 lin.ft. @ $25 per ft.	=	$ 33,000	
Traffic Handling	=	15,000	
Temporary Illumination	=	5,000	
Subtotal	=	$ 53,000	
40% Engineering & Contingencies	=	21,000	
Total			$ 74,000

Median - Double Flex Beam

1,300 lin. ft. @ $60 per ft.	=	$ 78,000	
Traffic Handling	=	20,000	
Temporary Illumination	=	7,000	
Subtotal	=	$105,000	
40% Engineering & Contingencies	=	42,000	
Total			$147,000

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
AUG 16 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

8851

DATE: April 18, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Finance Approval

On the Consent Calendar for the April 25 meeting will be a request for approval of an Interstate project. This project is not on the Six-Year Program. Interstate projects were included more for information than for public discussion. This project was inadvertently overlooked in the preparation of the final Six-Year Program.

The Oregon Slough Bridge on I-5 just south of the Interstate Bridge does not presently have a median barrier to protect traffic. Also, adjacent sections have substandard median and shoulder barriers. We propose to construct new barriers to better protect the traveling public. The project needs to be contracted this year. The estimated cost is $344,000 with Federal participation of $317,000 and State matching funds of $27,000.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

bc R. A. Burco
C. W. Head
H. S. Coulter
L. W. Rulien - (For Six-Year Program)
E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
V. E. Skoog
R. N. Bothman
E. L. Hardt
George Bell

DES:ab srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 4/14/78

A. IDENTIFICATION:

Proposed Section: Oregon Slough Bridge Safety Project

Region 1

Highway: Interstate 5

St. Hwy. No. ~~99~~ 1 M.P. 307.1 to M.P. 307.7 Length: 0.6

(Attach Sketch Map)

County(s): Multnomah

Proposed 6 YP FY 78/79

Recommended Construction Date: June 1978

Other

Method of Doing Work: Contract XXX St. Force

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI ☒, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A	N/A	N/A	N/A	N/A	N/A	94,700	"D"	N/A	
Proposed Facility:										

D. DEFINE THE PROBLEM:

High accident rate.

E. PROPOSED SOLUTION:

Installation of median barrier and shoulder barrier

F. REASON FOR REQUEST AT THIS TIME:

High accident rate.

G. COST ESTIMATE

Roadway Work	$ 338,822
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0.00
Structures	0.00
Other (Define)	
Preliminary Engineering (By Whom) ODOT Metro Design	5,000.00
TOTAL	$ 343,822.00

H. REQUESTED BY
Region Engineer or Section Head

Approval/~~Disapproval~~ 4/18/78
State Highway Engineer Date

Approval/Disapproval
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date April 25, 1978

Remarks & Action Taken

4/26/78 orig to Swan

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

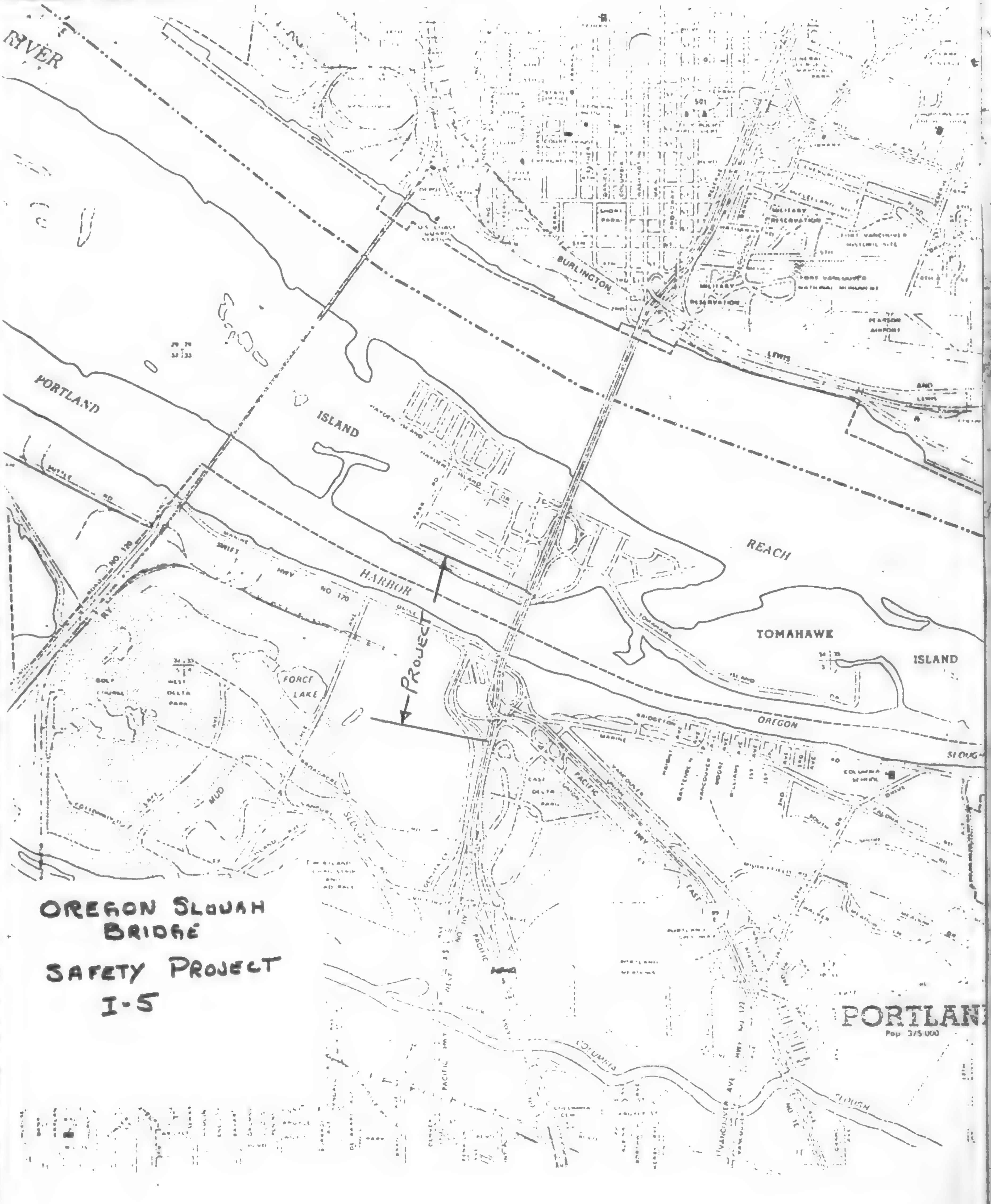
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:


RIVER
BURLINGTON
LEWIS
PORTLAND
ISLAND
HAYDEN ISLAND
REACH
HARBOR
PROJECT
TOMAHAWK
ISLAND
OREGON
SLOUGH
FORCE LAKE
WEST DELTA PARK
EAST DELTA PARK
MUD
MARINE
PACIFIC HWY
FORT VANCOUVER
PEARSON AIRPORT
COLUMBIA
PORTLAN
Pop 375,000
SLOUGH
VANCOUVER AVE

OREGON SLOUGH
BRIDGE
SAFETY PROJECT
I-5

98-1

DATE: March 3, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Finance Approval

On the Consent Calendar for the March 28 meeting will be a request for approval of an Interstate project.

The Oregon Slough Bridge on I-5 just south of the Interstate Bridge does not presently have a median barrier to protect traffic. Also, adjacent sections have substandard median and shoulder barriers. We propose to construct new barriers to better protect the traveling public. The project needs to be contracted this year. The estimated cost is $310,000, with Federal participation of $285,900 and State matching funds of $24,100.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

bc: Robert A. Burco
H. S. Coulter
E. S. Hunter
J. H. Versteeg
V. E. Skoog
E. L. Hardt
C. W. Head
L. W. Rulien (for 6-yr. program)
D. H. Moehring
F. E. Ternin
R. N. Bothman
George Bell

DES:dmc srb

[illegible]

STATE OF OREG N
DEPARTMENT OF TRANSPORTATION

INTER FICE MEMO
Metropolitan Branch

: D. H. MOEHRING, Head
Project Management Section

DATE: February 2, 1978

MA PDM PDE TSE SPC
~~ODOT~~ METRO
FEB 2 1978
AM PPS
FILE ~~7A~~

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: Project Request Packet
Oregon Slough Bridge
I-5 Safety Project

Attached is a request packet for a safety project on the Oregon Slough Bridge (MP 307.59) in the Jantzen Beach area on I-5.

The project consists of replacing the existing median barrier on the freeway in this section and adding a GM rail along the left shoulder on the northbound Union Avenue on-ramp.

Only Preliminary Engineering is requested at this time.

The packet contains:

Authority for Survey
FA Project Request
Project Information Sheet
Miscellaneous correspondence

No Environmental Assessment is required for this project.

ja
Attachments - in file - auth. in blue book
cc: D. R. Adams

cc [redacted] HARDT

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
FEB 7 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Ret	File

81-125-1387

1978 Ross Island Br.-SE 50th 8860
Sec. Mt. Hood Hwy. (Powell Blvd)
(gr, pav, str, sign, ill, sig) #4

C9A6688 9-25-78

[illegible]

STATE OF OREGON
DEPARTMENT OF GENERAL SERVICES

INTEROFFICE MEMO

RECEIVED
AUG [illegible] 1982
LEGAL

TO: Jack Sollis, AAG
Highway Div, Dept of Trans.

DATE: August 17, 1982

FROM: Larry F. Kirkgasler, Adjuster
Risk Management Division

SUBJECT: Blair v. State of Oregon
Our File Number L04083

JLG

This cas has now been settled and file closed as stated in Jack McLean's memo of August 12, 1982. The State paid $3,500, or one-half of the total settlement and therefore in accordance with the agreement entered into by you and William George, Claims Manager, we would appreciate Highway's check for $1,750 payable to Risk Management Division.

cd

APPROVED
STATE HIGHWAY ENGINEER AR
Date 8-20-82

8-23-82
orig to Hwy
[illegible]

886

L.

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. Coulter
State Highway Engineer

DATE: May 20, 1982

FROM: Jack L. Sollie, Assistant Attorney
General and Attorney-In-Charge

SUBJECT: Blair v. State
L-7959

This case is a wee bit unusual in that the liability of the State is clear, but the type of liability is slightly unclear.

The background is that the Highway Division intended to take a temporary easement and showed it on the plans, but as the landowner was being very arbitrary and contrary, the Division decided not to take the temporary easement but didn't bother to tell the contractor that it had not acquired it. The contractor worked on the landowner's property, the landowner claimed that it caused his building to settle, caused some tenants to move out and several other things. The Division went out, took alot of great pictures and proceeded to loose them. This rather markedly reduced its ability to refute the landowner's claim that the building had cracked because of the actions of the contractor working in an area where he thought he had the right to be but didn't.

As a result of all this rather confusing scenario, the attorney for the State has worked out a settlement of $8,000, of which the contractor and subcontractor have agreed to pay $4,000.

Because the lawsuit involves everything from soup to nuts, including torts, inverse condemnation, fraud and conceit, the Tort Claim section feels that the Highway Division should contribute $2,000 to the settlement.

I agree that the Highway Division should probably contribute $2,000 towards the settlement, but not necessarily because of the fact that inverse condemnation is one of the items mentioned in the complaint. If we were to try the case, we would probably loose to the extent of $15,000 or $20,000, which in the long run, would up our assessment from the Tort Claims fund and probably end up costing us more than $2,000.

I would suggest that if you approve this contribution of $2,000, that you authorize me to write a letter back to Mr. George indicating your approval of it, but couching it in such terms that we are agreeing to contribute the $2,000, but not because we could see in any way that inverse condemnation is involved in this lawsuit but merely because we are trying to save the State money.

JLS:ss

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 5/24/82

orig- to [illegible]

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis, Asst. Attorney General
Highway Division, Dept. of Transportation

DATE: May 17, 1982

FROM: William L. George, Claims Manager WLG
Risk Management Division

SUBJECT: Blair v. State, Our File No. L04083

You and I have both received a copy of John C. McLean's memorandum of May 3, 1982, the original of which was addressed to John R. McCulloch, re: Blair v. State, Mult. Co. Cir. Ct. No. A8012-07324, our Claim No. L04083.

John McLean suggested that the State should contribute $4,000 toward an aggregate settlement of $8,000 for the plaintiff. Apparently the General Contractor and the subcontractor are willing to contribute $4,000. After review of the case I am satisfied that it is in the State's best interest to settle this matter as recommended by Mr. McLean. The suit sounds in tort by trespass and in contract by inverse condemnation. I suggest that the proper and equitable way of resolving this case would be for the Department of Transportation's Highway Division to contribute $2,000 and the Liability Fund to contribute $2,000.

✓ I would appreciate your reviewing the circumstances of the loss with Mr. Coulter and request his approval of this solution.

WLG:fr

cc: John R. McCulloch
Chief Trial Counsel

John C. McLean
Asst. Attorney General

✓ H. S. Coulter
State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 19 '82
REFER TO Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

NOTED
W. E. SCHWARTZ

8860

L

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
Executive Assistant

DATE: October 1, 1981

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Non-participating Amount
File 49578, L-7640
Ackerley Communications
Ross Island Bridge-52nd
Avenue Section
Mt. Hood Highway
Multnomah County

In response to your recent note, non-participating charges as brought to our attention on File 49578, will be charged to the matching fund that is utilized. Bond Funds for the non-participating charge on this File. If the matching funds are State, County, City, or whatever, they will be charged in accordance with those funds.

JBB:jh

cc: E. S. Hunter
D. H. Moehring

RECEIVED
STATE HWY ENGR
OCT 2 '81
REFER TO
FOR
Info Inves R/D D/k Sign Act File

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-24(7) - Ross Island Bridge-
S. E. 52nd Avenue (File 49578)
Ref: J. B. Boyd ltr June 19, 1981

Date: September 23, 1981

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed your acquisition records and the reasoning provided in Mr. Boyd's letter for proceeding with the settlement of the subject file after having been advised that a settlement should be coded non-participating unless better appraisal documentation was provided this office. You apparently were unable to obtain specific documentary data to adequately substantiate the appraised value relied on in obtaining the settlement, therefore, Federal participation is limited to the $35,385.00 originally established and offered as just compensation.

Robert B Hathaway
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Milner Mead, R/W)
OSHD (Frank Lowe, R/W)

RECEIVED
STATE HWY ENGR
SEP 25 '81
REFER TO Boyd
FOR
Info Inves R/D D/R Sign Act File

cy 9-29-81

Since this is transfer money who picks up the difference?

8860

Div

L

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-12	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	6·24·81	Project Number IX-24 (8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 6, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$4,032,074.00	$4,067,052.00
Federal funds	$3,458,309.00	$3,488,309.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs. Funding for this increase will come from release of federal funds on project IX-24 (7).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of June, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 15, 1981

Federal Aid Project
No. IX-24 (8)

Ross Island Br. - S.E. 50th Ave. (Portland)
Mt. Hood Highway
Multnomah County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 81 + 15 to Sta. 104 + 50) (Sta. 120 + 00 to Sta. 210 + 00)
Subtotal of previous estimate of January 18, 1979 $ 3,356,827.51

Previous Estimate Asphalt Cement in Mixture	1,750 ton	90.00	157,500.00
Revised Estimate Asphalt Cement in Mixture	2,138 ton	90.00	192,420.00
		Increase	34,920.00
		Subtotal	3,391,747.51
		Engineering	497,581.49
	Engineering (Sig. Cont. Test)		6,000.00
			$ 3.895,329.00

Type Code Y009
Bridge No. 16330 (Sta. 89 + 73)
Total the same as previous estimate of January 18, 1979 $ 171,723.00

Length of Roadway - - - - - - - - - 2.213 miles
Length of Structures- - - - - - - 0.000 miles
Total Length 2.213 miles

Cost of Roadway Per Mile- - - - - $ 1,760,202.89

Summary of Funds

Description		Total Cost	Federal Funds	Bond Funds
Roadway		$ 3,895,329.00	$ 3,341,023.00	$ 554,306.00
Structure		171,723.00	147,286.00	24,437.00
	Total	$ 4,067,052.00	$ 3,488,309.00	$ 578,743.00

Group 5 - 100%
Contract No. 8860
Prefix - 26-1003
Prefix - 426-1017

8860 9

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

2-137

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

2-6-79

te Oregon

County Multnomah

Project No. IX-24 (8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US, Ross Is. Br. to 52nd Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	2.213
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,032,074.00	$ 3,458,309.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator FEB 06 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 18, 1979

Federal Aid Project
No. IX-24 (8)

Ross Island Br. - S. E. 50th Ave. (Portland)
Mt. Hood Highway
Multnomah County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 81 + 15 to Sta. 104 + 50) (Sta. 120 + 00
Sta. 210 + 00)

Mobilization	All	Required		$300,000.00
Temporary Protection and Direction of Traffic	All	Required		130,000.00
Temporary Signs	1,200	Sq.Ft.	3.00	3,600.00
Temporary Barricades	20	Each	80.00	1,600.00
Temporary Plastic Safety Markers	100	Each	70.00	7,000.00
Sequential Arrow Signs	2	Each	7,000.00	14,000.00
Flagmen	4,000	Hour	18.00	72,000.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		90,000.00
Cold Plane Pavement Removal	64,000	Sq.Yd.	2.00	128,000.00
General Excavation	15,950	Cu.Yd.	9.00	143,550.00
Trench Excavation	1,860	Cu.Yd.	10.00	18,600.00
Special Backfill Material	1,480	Cu.Yd.	10.00	14,800.00
Installing Telephone Conduit	10,400	Lin.Ft.	1.50	15,600.00
Finishing Roadbed and Slopes	All	Required		20,000.00
Furnishing and Placing Topsoil	350	Cu.Yd.	10.00	3,500.00
Watering	170	M. Gal	10.00	1,700.00
Structure Excavation	290	Cu.Yd.	20.00	5,800.00
1"-0 Aggregate Base	1,470	Ton	8.00	11,760.00
Treated Base Mixture	10,000	Ton	10.00	100,000.00
Cement in Treated Base Mixture	550	Ton	90.00	49,500.00
Class "B" Asphalt Concrete Mixture	19,400	Ton	12.00	232,800.00
Class "B" Asphalt Concrete Mixture In Leveling	7,600	Ton	13.00	98,800.00
Asphalt Cement In Mixture	1,750	Ton	90.00	157,500.00
Asphalt In Tack Coat	25	Ton	300.00	7,500.00
Concrete In Walls	165	Cu.Yd.	240.00	39,600.00
Reinforcement In Walls	6,700	Lb.	0.50	3,350.00
Shelter Foundations	70	Sq.Yd.	50.00	3,500.00
Relocating Shelters	12	Each	1,000.00	12,000.00
6-inch Culvert Pipe	50	Lin.Ft.	20.00	1,000.00
8-inch Sewer Pipe	1,360	Lin.Ft.	10.00	13,600.00
Extra For Pipe Under Pavement	235	Lin.Ft.	10.00	2,350.00

Concrete Manholes	1 Each	1,500.00	1,500.00
Concrete Inlets, Type P	85 Each	300.00	25,500.00
Concrete Inlets, Type P Modified	2 Each	800.00	1,600.00
CL-3R Chain Link Fence	290 Lin.Ft.	7.00	2,030.00
CL-4R Chain Link Fence	175 Lin.Ft.	7.00	1,225.00
CL-4R Chain Link Fence, Modified	565 Lin.Ft.	9.00	5,085.00
CL-5R Chain Link Fence	275 Lin.Ft.	8.00	2,200.00
CL-5R Chain Link Fence, Modified	160 Lin.Ft.	9.00	1,440.00
CL-6 Chain Link Fence	110 Lin.Ft.	10.00	1,100.00
CL-6R Chain Link Fence, Modified	100 Lin.Ft.	12.00	1,200.00
CL-10R Chain Link Fence	235 Lin.Ft.	20.00	4,700.00
CL-12R Chain Link Fence	30 Lin.Ft.	50.00	1,500.00
Concrete Walks, Curbs, Ramps and Driveways	2,930 Cu.Yd.	110.00	322,300.00
Extruded Concrete Curbs	1,570 Lin.Ft.	4.00	6,280.00
Brick Patterned Concrete Islands	510 Sq.Yd.	60.00	30,600.00
Extra For Asphalt Approaches	54 Each	150.00	8,100.00
Concrete Barrier	275 Lin.Ft.	20.00	5,500.00
Salvage and Reinstall Gate	1 Each	300.00	300.00
Adjusting Manholes	62 Each	200.00	12,400.00
Adjusting Inlets	5 Each	200.00	1,000.00
Capping Inlets	32 Each	200.00	6,400.00
Removal of Existing Sign Installations	All Required		2,000.00
Sign Support Footings	All Required		30,000.00
Pipe Sign Posts	All Required		20,000.00
Cantilever Sign Structure, Sta. 552+00 Rt.	All Required		10,000.00
Cantilever Sign Structure, Sta. 100+90 Rt.	All Required		5,000.00
Type "A" And "AA" Signs in Place	206 Sq.Ft.	20.00	4,120.00
Type "C", "D" And "R" Signs in Place	676 Sq.Ft.	12.00	8,112.00
Type "EE" And "EEE" Signs in Place	266 Sq.Ft.	12.00	3,192.00
Type "H" Signs in Place	44 Sq.Ft.	12.00	528.00
Type "T" Signs in Place	625 Sq.Ft.	12.00	7,500.00
Type "U" Signs in Place	17 Sq.Ft.	20.00	340.00
Move, Modify And Reinstall Existing Signs	All Required		15,000.00
Sign Illumination Equipment	All Required		10,000.00
Removal Of Existing Illumination	All Required		8,000.00
Pole Foundations	All Required		50,000.00
Roadway Lighting Poles And Bracket Arms	All Required		110,000.00

Luminaires and Ballasts	All Required		40,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		150,000.00
Traffic Signal Installation Complete	All Required		500,000.00
Furnishing And Planting Bare Root Trees	4 Each	50.00	200.00
Furnishing And Planting Shrubs	792 Each	10.00	7,920.00
Bark Mulch	11 Unit	100.00	1,100.00
Soil Conditioner	77 Cu.Yd.	10.00	770.00
Irrigation System	All Required		10,000.00
			$3,148,752.00

Anticipated Items

Tree Planting (City of Portland)	All Required	35,000.00
Permanent Pavement Striping	All Required	9,000.00
Work by City of Portland (water Bureau)	All Required	113,060.00
Temporary Pavement Striping	All Required	7,500.00
Temporary Illumination (by PGE)		36,715.51
Temporary Erosion Control	All Required	2,000.00
On The Job Trainees (6 at $800)	All Required	4,800.00
		$ 208,075.51

Subtotal	$3,356,827.51
Engineering	497,523.49
Engineering (Sig. Cont. Test.)	6,000.00
Total	$3,860,351.00

Type Code Y009
Bridge No. 16330 (Sta. 89 + 73)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	250 Cu.Yd.	10.00	2,500.00
Structure Excavation Below Elevations Shown	25 Cu.Yd.	50.00	1,250.00
Special Wall Backfill	110 Cu.Yd.	15.00	1,650.00
Structural Concrete, Class 3300 (140 Cu.Yd.)	All Required		70,000.00
90'/95' Precast Channel	1 Each	25,000.00	25,000.00

Concrete in Retaining Walls	84 Cu.Yd.	200.00	16,800.00
Reinforcement (20,300 lbs.)	All Required		8,000.00
Reinforcement in Retaining Walls	5,900 Lb.	0.50	2,950.00
Aluminum Tube Pedestrian Rail	745 Lin.Ft.	15.00	11,175.00
	Subtotal		$ 149,325.00
	Engineering		22,398.00
	Total		$ 171,723.00

Length of Roadway	2.213 miles.	
Length of Structures	0.000	
Total Length	2.213 miles	
Cost of Roadway Per Mile		$1,744,397.19

Work Retained in Program Status
(Not included in amounts below)

Summary of Funds (85.77%

Description	Total Cost	Federal Funds	Bond Funds
Roadway	$3,860,351	$3,311,023	$549,328
Structures	171,723	147,286	24,437
Total	$4,032,074	$3,458,309	$573,765

Group 5 100%
Contract No. ~~8822~~ 8860
Prefix 26-1003

#7860

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 19, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

RECEIVED
DOT DIRECTOR
JUN 22 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FROM: J. B. Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: File 49578 (L-7640)
Ackerley Communications
Ross Island Bridge-SE 52nd Ave.
Mt. Hood Highway
Multnomah County
Project IX-24(7)

By letter dated January 29, 1980 (HRW-OR/510.4), FHWA indicated that "a settlement based upon (the State's) appraisals should be coded nonparticipating unless better documentation can be supplied to this office for review."

The documented valuation of outdoor advertising structures has been virtually impossible since the advent of the Highway Beautification Act. Sales of such structures are seldom of a single unit but rather of total plants involving signs of varying sizes, income potential and locations. Company expenses are difficult to extract because of complex bookkeeping procedures which vary greatly within the industry.

Because the Federal law has had myriad ramifications in local jurisdictions throughout the nation, individual members of the outdoor advertising industry are generally not cooperative in supplying meaningful information. Appraisers are forced to secure the most reliable data available upon which to base their value conclusions. In subject case, the State's appraisers did just that; and their conclusions were accepted by the State as being reasonable determinations representing sound judgment.

At the time of taking, the signs in question were producing $16,020 per year gross income. Location, near the Ross Island Bridge, was outstanding. Site ownership was in fee, not leasehold as in the normal situation, assuring maximum economic life at

NOTED
F. D. KLABOE

minimum expense. Sales used by both appraisers were sufficiently verified to sustain the appraisers' judgment.

We can appreciate the reluctance of FHWA to accept a gross rent multiplier which could have national implications as to setting a precedent. However, we were faced with a pending trial where all of the more important factors pointed to a favorable verdict for the owners. Such a trial could have had considerably more precedent-setting ramifications than the State's legal settlement at $66,500.

We ask that you reconsider your position. We contend that the total amount of the settlement should be eligible for full Federal participation.

The range of value is documented by appraisal information in file from $35,400 (land, $24,000; landscaping, $1,000; and depreciated reproduction cost of the signs, $10,400) to $66,500. The State's July 28, 1978 letter of offer was at $36,385. The defendants were demanding $136,000. The legal settlement, as approved by me, considered all the facets of the problem including court costs, witness fees and the anticipated testimony of the defendants. (See attached copies of the Report of Settlement and Justification of Settlement.)

I sincerely request your full participation based on all the factors in the instant case.

JBB:ob
Attachments
bcc - F. B. Klaboe ✓
      H. S. Coulter
      E. S. Hunter
      M. M. Mead
      D. H. Moehring
      Vern Skoog
      Frank Lowe

#8860

April 28, 1981

Mr. David S. Paull
Attorney at Law
3441 S.W. Macadam Avenue
Portland, OR 97201

CON 3
#8860

Dear Mr. Paull:

This will acknowledge your letter of April 13 with attached Notice of Claim on behalf of the Cement Masons - Employers Trust Funds in the amount of $16,689.24 together with interest, auditor's and attorney's fees for work and labor performed for Conco Curb, Inc., a subcontractor to R. A. Hatch Company.

This claim appears to be in reference to the R. A. Hatch Company Contract No. 8860 for work on the Ross Island Bridge-S.E. 50th Avenue (Portland) Section of the Mt. Hood Highway in Multnomah County.

The Employers Insurance of Wausau through Corroon and Black of Oregon furnished the performance bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also file it with the Secretary of State.

Please notify us when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

NOTED ON
4/28/81

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PAUL T. BAILEY, ATT.
ATTORNEY AT LAW
308 BAILEY BUILDING
5441 S. W. MACADAM AVENUE
PORTLAND, OREGON 97201

PAUL T. BAILEY
DAVID S. PAULL

TELEPHONE
(503) 221-0077

April 15, 1981

R. W. Gormsen
Department of Transportation
Room 121, Transportation Building
Salem, Oregon 97301

Re: Henry Hannan, et al v.
Conco Curb, Inc.
Our file: 3014

Dear Mr. Gormsen:

Enclosed please find a copy of the Notice of Claim on Public Works Bond which I have filed on behalf of the Cement Masons - Employers Trust Funds, on December 18, 1980. As is shown by the notice of claim, this matter relates to the work done by Conco Curb, Inc., for R. A. Hatch under contract number 8860.

Please process this claim in accordance with your standard procedure and advise me at your earliest opportunity. Thank you for your assistance in this matter.

Very truly yours,

David S. Paull

DSP/cd
enc.

RECEIVED
APR 17 1981
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

#5514

DEC 22 1980

RECEIVED
DEC 16 1980
NORMA PAULUS
SECRETARY OF STATE

FILED
DEC 18 1980
NORMA PAULUS
SECRETARY OF STATE

NOTICE OF CLAIM ON PUBLIC WORKS BOND

TO: OFFICE OF THE SECRETARY OF STATE
GENERAL CONTRACTOR, R. A. HATCH

Notice is hereby given that the undersigned Cement Mason's Health and Welfare, Pension, Vacation, and Apprenticeship and Training Trust Funds, have a claim for fringe benefits due to employees performing work within the jurisdiction of the Operative Plasterers and Cement Masons International Association, AFL-CIO, and the Bricklayers Masons Plasterers International Union of America, in the sum of $16,689.24, together with interest thereon, auditor's fees, and reasonable attorney's fees, for work and labor performed for Conco Curb, Inc., an Oregon Corporation, under a subcontract let by R. A. Hatch, for the period beginning on or about the 1st day of April, 1979, and ending on or about the 1st day of September, 1979. The above stated sums are claimed against a bond which the above named claimant believes was taken from Employers Insurance of Wausau, as surety for the R. A. Hatch Company, for work performed on Powell Boulevard in Portland, Oregon. Due to the failure of the above named Trust Funds to secure an audit of the books and records of Conco Curb, Inc., the undersigned has been unable to determine whether or not there are additional sums due.

DATED this 17th day of December, 1980.

PAUL T. BAILEY, ATT.

By: ______________________
David S. Paull, #79499
of Attorneys for Plaintiffs

#8860

February 11, 1981

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

CON 5
#8860

Gentlemen:

Contract No. 8860 awarded to R. A. Hatch Co., for work on the Ross Island Bridge-Southeast 50th Avenue (Portland) Section of the Mt. Hood Highway (Powell Boulevard) in Multnomah County was completed on November 19, 1980, and accepted by the State Highway Division on February 9, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 17, 1981.

You have previously been notified of claims filed against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8860

February 4, 1981

Ross Island Sand and Gravel Company
P. O. Box 82219
Portland, Oregon 97202

CON 5
#8860

Attention: A. Charles Steinwandel
Executive Vice President

Gentlemen:

Thank you for your letter of January 26 informing us that your claim against R. A. Hatch Company for concrete furnished has been satisfied.

You state this is in reference to the R. A. Hatch Company, Contract No. 8860, for work on Ross Island Bridge-S.E. 50th Avenue (Portland) Section of Powell Boulevard in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

ILED U

225-81

ROSS ISLAND SAND & GRAVEL CO.

January 26, 1981

Mr. C.W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 8860 - Powell Street Improvement

Dear Mr. Head:

This is to advise that our claim against the bond taken from R.A. Hatch Co. as principal, and Employers Insurance of Wausau as surety for concrete furnished by us on the above noted project has been satisfied.

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

A. Charles Steinwandel
Executive Vice President

ACS/g
c.c. R.A. Hatch Co.

RECEIVED
JAN 28
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-28-81

FEDERAL AID PROJECT NO. IX-24(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80261

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig
BD

VED
REFER TO
[illegible]
FOR

DATE PS&E APPROVED 8/30/78	DATE AUTHORIZATION EFFECTIVE 1/20/81	FEDERAL ROUTE NUMBER Primary 24	STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 50th Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Salvage credit

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1/21/81 this will confirm the advance approval date of 1/20/81 to credit the above project for the salvage value of signs purchased but not used at a credit value of $213 Federal Funds $181. (SFO #14)

DATE 1/28/81	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-631-466

8860

ROW

STATE OF OREGON

INTEROFFICE MEMO 26

DEPT

TELEPHONE

TO: L. C. Grothaus, Metro
Right of Way Supervisor

DATE: January 23, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Narrative Report
Ross Island Bridge -
S.E. 50th Avenue Section
Powell Boulevard

Relative to the fourth paragraph in this letter, review in your memory, the actions taken by the Right of Way Section in this project. It is my memory that the only two changes precipitated by the Right of Way Section were those two unworkable designs on the N.E. and S.E. corners of 39th and Powell. I do not remember any other right-of-way changes initiated by ourselves.

JBB:jh
attach.

cc: Bob Bothman
Ed Hardt
Hal Versteeg

REFERRED TO
Beard
Cole ✓
Eriksen
Hager
Staudenmeyer
Mann AEM
Watson
Leu
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
4 Christensen Don
2 Olson GOB
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
JAN 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__
Action

26

NARRATIVE REPORT

Ross Island Br.-S.E. 50th Ave.

Contract No. 8860

The following report was written by Mort Fillmore before his retirement in December of 1979.

This project was a widening and overlay project designed to make 2 travel lanes in each direction and a left turn refuge lane. The project was awarded to the R.A. Hatch Co. of Bend, OR on December 19, 1978 with 435 Calendar Workdays to do the project.

Work began on January 17, 1979 installing signs and actual labor on January 22, 1979. Work progressed very rapidly with as many as 6or7 different operations going on at the same time. As a result the roadbed, including paving, was completed by the end of July. This was probably 6 to 8 months ahead of what was anticipated before construction began. The expedited construction undoubtedly reduced the number of complaints to a minimum.

The Portland Water Bureau and Northwest Natural Gas Co. were real good on getting their work done ahead of and with the construction. Pacific Northwest Bell and P.G.E. were a problem for a while, but finally got in gear reducing friction between them and Hatch.

The biggest problem on the job occurred when we planed off the asphalt and found no concrete underlay between 20th and 26th Avenues and some smaller areas west of the underpass. We had from 0 to 5" A.C. left after planing from 20th to 26th resulting in expensive and constant maintenance until we could gear up to remove the entire street and rebase and pave under an E.W.O. The Contractor worked around the clock excavating at night and basing ~~and basing~~ and paving during the day. By doing it this way we got the work done in 2 days per half street and again held complaints to a minimum concerning the shutdown of businesses and traffic congestion.

One thing that was very noticeable on this job was the reduction of traffic from the time the old surface was removed until the levelling course of A.C. was placed although there was still plenty of traffic during this period. Our traffic control during the major construction was excellent on this project. The Contractor assigned one man, Bill Hatch, to take care of it and he did an excellent job. The utilities though generally speaking did a very poor job of traffic control.

The grades and cross slopes were very difficult on this job due to the unknown factor of the grades and cross slopes of the concrete. The new walk elevation had to match the businesses' accesses and were done first. Then in determining pavement grades we found it difficult to get cover over the edge of concrete,

REFERRED TO
2 Bund__ Staudenmeyer__
Cole 1 Mann__
Erikson__ Watson__
Hager__ Dorn__ Lau__
Return Discuss File Copy Due__
BY FINAL DESIGN ENGINEER

Please prepare ltr of response to appropriate items. Don

RECEIVED
JAN 21 1981
ROAD DESIGN SECTION

1 Versteeg ✓
2 Anderson__
Christensen Dale
Olson__ Do Not File ☐
Sullivan__ Return To__
Terpin__ Bring Up __/__/__
Trout__ Action__
Wakerlig__

ATP copy

which was about 24 feet from centerline. In order to get runoff and wind up with a better job in looks and ride, I added 2"± to the preliminary centerline grade to have something to work from and get a better cross slope. I was happy I had done this as the objectives were accomplished without overrun of the item. I am sure though that there are places where there is only an inch of A.C. at the edge of the old concrete and up to 6" of A.C. at the centerline.

At the start of the job we combined the three asphalt bid items, black base, levelling course and class "B" A.C. into one item and this is the way these widening jobs should be set up. It is next to impossible to separate the black base and levelling.

There were many changes in plans after the job was contracted. Quite a few of them were the result of the lack of review or wrong people reviewing the plans by the City of Portland. For instance, the plans called for us to cap old inlets and extend culvert pipe from old inlet to new inlet usually at an angle from the existing pipe. The City would not buy this and so we had to remove the old inlet and extend pipe using not more than ¼ bends. This worked out OK but should have been brought out before the contract was let.

The Right-of-Way was a problem. At a meeting several months before bid letting Marion Craft & I were asked if we needed all the three foot easements through the job. Our answer was yes. After the job was well underway I was informed that several easements had been cancelled and we did not have working areas. This was bad as when you have 6 or 7 operations going hell bent for elections and you pass by one house where you have a 3' easment then the next one you don't, it is impossible to keep the workers off private property. As a result one owner, who likes to sue and is very unreasonable, has filed suit for trespass. In another case the City obtained a work permit for us as we had to construct a retaining wall to contain a vertical bank at the Right-of-Way line.

The City-State agreement called for no parking through the entire project except the south side in front of Powell Park, S.E. 21st to 26th. In order to do this the City promised businesses on the north side between S.E. 21st and 22nd and on the south side between 26th and 28th that they would provide off street parking at two locations. Nothing was done regarding the off street parking areas until the construction of Powell past these locations was complete and we were ready to stripe. Then after requests from City and considerable discussion between the State and City we have temporary striping through these blocks eliminating the left turn refuge lane and left turns eastbound at S.E. 21st and westbound at S.E. 26th. The parking lots will not be completed until next fall, several months after this project is completed.

All in all, it appears to me, the project was bid 6 to 9 months before it was ready. All the Right-of-Way should have been obtained, construction of the off street parking should have been completed and proper people in the proper City bureaus should have reviewed and approved the plans on these portions for which they were responsible.

Comments December 1980 by Chuck Lobaugh.

The temporary illumination by P.G.E. was quickly installed, worked well and I think the cost was less than if it was part of the contractor's work.

We wrote a Price Agreement for additional Sequential Arrow Signs. These were fully utilized and are a great help in safely moving traffic.

The new roadway illumination system is working very well. Almost no glare to approaching motorists and lights up areas behind sidewalks as well as roadway.

Contract specifications were written around N.E.M.A. controllers. Safetran proposed to use the 170 and this was done with an $8,000.00 credit to the State.

I have had several favorable comments about the surface on the retaining walls at the pedestrian overcrossing.

The upper column flare was almost impossible to form on the pedestrian overcrossing structure.

There was a conflict between details given for the islands on sheet 2E-2 and drawing 4296. The islands were built 6" deep. There were no provisions for lighting the nose lights until the signals were completed. The islands and nose lights created somewhat of an obstacle to traffic if the drivers were not alert. Many of the lights were damaged. We wrote a change order to replace the plan lights with a low-mount type furnished by Crouse-Hinds. The F.H.W.A. and O.S.H.D. have agreed that we should not build any more islands similar to these.

It is my opinion that only a fraction of the retaining wall at Creston Park was actually needed. It is not a good idea to disturb old established vegetation to build a wall simply because the cross-sections show a steep slope.

Much of the planned permanent signing on this urban project was too large and had to be reduced in size.

The plans called for some new landscaping near the east end of the Ross Island Bridge. Existing landscaped areas have not been maintained in years. This seems inconsistant.

On the pre-cast span at the pedestrian overcrossing, the camber deflection was considerably different than what I had expected. Upon release we lost the total anticipated downward deflection. Since that time, during the moving, setting and after a year and a half in place .20' additional deflection has been recorded. The rate has slowed the last 6 months to the place where I do not anticipate much more. Complete records are on file in my office.

Charles Lobaugh
Resident Engineer

ATEMENT OF OVERRUNS AND UNDERR

Project: Ross Island Bridge-S.E. 50th Ave.
Highway: Mount Hood (S.E. Powell Blvd.)
County: Multnomah

Contract: 8860
Prefix: 26-1003
F.A. No.: IX-24(8)

Item No.	Item	Unit	Original	Semifinal	±%

SUMMARY

		Original	Semifinal	±%
Bid Items	$	3,298,077.00	2,824,895.19	-14*
Anticipated Items	$	267,300.00	216,846.60	-19
Contingencies	$	160,441.97	698,350.56	+335*
Engineering	$	285,230.16	320,000.00	+11
Total	$	4,011,049.13	4,060,092.35	+1.2

*See P.A. 4 Class "B" A.C. accounted for in contingencies rather than bid items.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 7 Flagmen | Hour | 4,000 | 2456.5 | -39

Contractor performed roadway work in expeditious manner resulting in much less time that flagmen were needed.

B.I. 11 General Excavation | Cu. Yd. | 15,950 | 14,780.25 | -7

Excavated all areas as shown plus a few small areas. Apparently plans a little strong.

B.I. 16 Furninshing and placing topsoil | Cu. Yd. | 350 | 388.5 | +11

Placed topsoil in Brooklyn St. island and island at Powell Blvd. & Waverleigh thus overrunning item.

B.I. 17 Watering | M-gal | 170 | 72 | -57.6

Very little water needed as excavation done in spring and early summer.

B.I. 18 Structure Excavation | Cu. Yd. | 290 | 370.24 | +28

Perhaps not enough cross-sections taken by location crew.

B.I. 19 1"-0 Aggregate Base | Ton | 1470 | 1636.185 | +8

Excavated some areas not shown on plans in order to get decent paving slope, primarily at 30th-31st.

B.I. 24 Asphalt Cement in Mixture | Ton | 1750 | 2142 | +22

Item 21 included in this item making original total 1750 + 550=2300 or -7%.

B.I. 25 Asphalt in Tack Coat | Ton | 25 | 49.193 | +97

Tacked full width under base lift A.C.

B.I. 29 Relocating Shelters | Each | 12 | 11 | -8

Could not reset shelter on S.E. corner of 39th due to interference with service station.

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 30	6 inch Culvert Pipe	Lin. Ft.	50	236	+372
	Design change required by City removing old inlets and extending culverts; also installed some runs not shown on plans.				
B.I. 31	8 inch sewer pipe	Lin. Ft.	1360	1449	+6
	Same as item 30.				
B.I. 32	Extra for pipe under pavement	Lin Ft.	235	135.5	-42
	Eliminated some runs into Powell, particularly at Waverleigh.				
B.I. 33	Concrete Manholes	Each	1	0	-100
	Eliminated manhole at Waverleigh. Existing system little different than shown on plan.				
B.I. 35	Concrete Inlets Type P Modified	Each	2	0	-100
	Property owners requested relocation of existing sumps and drainage rather than have drywells.				
B.I. 37	CL 4R Chain Link Fence	Lin. Ft.	175	0	-100
	Used CL 4R Modified at Station 197-199 instead of changing types.				
B.I. 38	CL 4R Chainlink Fence Modified	Lin. Ft.	565	745	+32
	Used modified instead of regular-(Bid Item #37).				
B.I. 41	CL 6 Chain Link Fence	Lin. Ft.	110	0	-100
	Constructed CL 6 modified at this location at request of property owner.				
B.I. 42	CL 6 Chain Link Fence Modified	Lin. Ft.	100	63	-37
	This Item eliminated at location shown on plans.				
B.I. 47	Brick Patterned Islands	Sq. Yd.	510	442.3	-13
	Area overestimated on plans.				
B.I. 49	Concrete Barrier	Lin. Ft.	275	0	-100
	See Price Agreement #18.				
B.I. 53	Capping Inlets	Each	32	0	-100
	See Price Agreement #6. Design change required by City. Inlets removed.				
B.I. 75	Bark Mulch	Unit	11	19.3	+76
	Mulched islands at Milwaukie and Waverleigh not shown on plans.				
B.I. 80	Structure Excavation Below Elevations Shown	Cu. Yd.	25	14.34	-43
	Good foundation material found near plan elevations.				

Overruns and Underruns
Contract 8860

Item No.	Item	Unit	Original	Semifinal	±%
P.A. 1	On-the-job Trainees 80% of the project work was done in a very short time.	Hour	6,000	2,811.5	-53
E.W.O. 1	Temporary Pavement Striping Striped daily 2 or 3 blocks at a time for safety of public. Costly to bring in crew for 2 or 3 hours daily.	$	7,500.00	18,250.41	+143
E.W.O. 2	Planer Teeth Original estimate too high. Did not use as many teeth as anticipated.	$	20,500.00	9872.90	-52
E.W.O. 7	Sewer work, Retaining Wall Area After E.W.O. was written, it was discovered that additional sewer work would have to be done.	$	1,000.00	2,113.81	+111
E.W.O. 8	Excavate and Place A.C. 20th to 26th Ave. Overrun of A.C. No time to set blue-tops and spend time to finish subgrade due to businesses being shut down entirely.	$	145,000.00	175,753.49	+21
E.W.O. 18	Extend & Remove Pipe Sign Posts, Move signs Original estimate incorrect.	$	3,500.00	1,870.13	-47
E.W.O. 19	Correct Drainage Problems Most of the problem was corrected by installing an inlet on the Bid Item.	$	500.00	27.58	-95
E.W.O. 22	Modify Islands and Install Low-Mount Lights Resident Engineer underestimated material costs.	$	16,000.00	25,818.58	+61
E.W.O. 23	Additional Conductors Changes were made in the circuitry after E.W.O. was written.	$	6,000.00	1,190.09	-80
E.W.O. 24	Construct P.C.C. Mowing Strip Work had to be completed in wet weather and lawn repair was done which was not originally anticipated.	$	1,000.00	1,765.52	+77
S.F.O. 3	Signal Controller Testing This cost was charged to Engineering and no S.F.O. should have been written.	$	6,000.00	0	-100

#8860

January 21, 1981

Sussman, Shank, Wapnick, Caplan & Stiles
Attorneys at Law
1111 Orbanco Building
1001 SW Fifth Avenue
Portland, Oregon 97204

CON 5
#8860

Attention: William Stiles

Gentlemen:

R. A. Hatch Company completed the Ross Island Bridge - SE 50th Avenue Job (Contract 8860) on November 19, 1980. It has not yet been accepted by the department.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bak

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES
ATTORNEYS AT LAW
1111 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES
JOHN P. DAVENPORT
JEFFREY R. SPERE
RONALD A. SHELLAN
RICHARD G. SPIER
JOHN H. DURKHEIMER
LUCY E. KIVEL

AREA CODE 503
TELEPHONE
227-1111

January 14, 1981

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: C. W. Head

Gentlemen:

Re File CON 5
#8860

We would appreciate your advising whether the subject job involving R. A. Hatch Co. for the widening of SE Powell from the Ross Island Bridge to SE 50th Avenue has been accepted by you, and, if so, the date of the acceptance.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

William N Stiles

William N. Stiles

WNS/nj

R[illegible]D
[illegible] 15
[illegible]CES
[illegible] OF TRANSPORTATION

#2860 1-19-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-24(8)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80261

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

org. to

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 8/30/78	DATE AUTHORIZATION EFFECTIVE 1/8/81	FEDERAL ROUTE NUMBER Primary 24 STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 50th Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Salvage Credit

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1/12/81 this will confirm the advance approval date of 1/8/81 to credit the above project for the salvage value of signs purchased but not used at a credit value of $100.00 Federal Funds $85.00. (SFO #12)

DATE 1/19/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hosener	TITLE for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

N

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-451-000

8860

January 13, 1981

Valentine Surfacing Company
P. O. Box 86
McMinnville, Oregon 97128

Con 5
#8962, 8971
and 8860

Attention: Charles R. Valentine
President

Gentlemen:

Thank you for your letters of December 22, 1980, indicating that you have been paid in full from R. A. Hatch Company for work performed on the following contracts:

Contract No. 8971 for deck overlay on the Columbia River (Interstate) Bridge Section of the Pacific Highway. Claim was in the amount of $2,960.

Contract No. 8860 for work on the Ross Island Bridge-S. E. 50th Avenue (Portland) Section of the Mt. Hood Highway in Multnomah County. Claim was in the amount of $6,567.15.

Contract No. 8962 for paving on S. W. 117th Avenue-S. W. Hocken Avenue (Beaverton) and N. E. Sandy Boulevard-S. E. Flavel Street (Portland) Sections in Washington and Multnomah Counties. Claim was in the amount of $15,093.87.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bak

cc: R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

Corroon and Black of Oregon
1600 S. W. Fourth Avenue
Portland, OR 97201

NOTED ON
1-12-81

VALENTINE SURFACING CO.

(503) 472-4155

P. O. BOX 86
1305 LAFAYETTE AVE.
McMINNVILLE, OR 97128

December 22, 1980

Oregon State Department of Transportation
Highway Acoounting
434 Transportation Building
Salem, OR 97310

RE: OSHD Contract 8860
Ross Island Br. - SE 50th Ave.

Gentlemen:

We are hereby notifying your office that Valentine Surfacing Co. has received payment in full for work performed on the above referenced project, from R. A. Hatch Co. Payment was received on December 12, 1980.

Sincerely,

VALENTINE SURFACING CO.

By C R Valentine
Charles R. Valentine
President

CRV/mgd

cc: R. A. Hatch Co.
Corroon & Black
Employers Insurance of Wausau

RECEIVED
DEC 29 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DEC 24 1980
HIGHWAY [illegible]

Papers hand
delivered to Sallis
1-22-81
(Bn)

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

BLAIR'S INVESTMENT PROPERITIES-LT.
WILLIS G. BLAIR, GENERAL PARTNER
7211 S.E. POWELL BLVD.
PORTLAND, OREGON 97206

vs.

MR. C.W. HEAD, SECRETARY
OREGON TRANSPORTATION COMMISSION
TRANSPORTATION BUILDING
SALEM, OREGON

)CASE NO. a8012-0732
) SUMMONS
)PURSUANT:ORCP 7 D(2
) (d)
)CERTIFIED NO.
)PURSUANT:ORCP 7 D(3
) (c)
)PURSUANT: ORCP 7 D
3) (d)

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitle cause with 30 days from date of service of this summon upon you, if served within the State of Oregon; and if you fail so to answer, for want thereof, the plaintiff will appy to the court for relief demanded therein.

NOTICE TO DEFENDANT:
READ THESE PAPERS
CAREFULLY!

YOU MUST "APPEAR" IN THIS CASE OR THE OTHER SIDE WILL WIN AUTOMATICALLY. TO "APPEAR" YOU MUST FILE WITH THE COURT A LEGAL PAPER CALLED A "MOTION" OR "ANSWER". THE "MOTION" OR "ANSWER" MUST BE GIVEN TO THE COURT CLERK OR ADMINISTRATOR WITHIN 30 DAYS ALONG WITH THE REQUIRED FILING FEE. IT MUST BE IN IN PROPER FORM HAVE PROOF OF SERVICE ON THE PLAINTIFF OR IF PLAINTIFF DOES NOT HAVE AN ATTORNEY, PROOF OF SERVICE ON THE PLAINTIFF.

IF YOU HAVE ANY QUESTIONS, YOU SHOULD SEE AN ATTORNEY IMMEDIATELY

Willis G. Blair
PLAINTIFF

STATE OF OREGON, COUNTY OF MULTNOMAH) SS.

I, WILLIS G. BLAIR, ONE OF TH_ PLAINTIFF DO HEREBY CERTIFY THAT I PREPARED THE FOREGOIN COPY OF SUMMON AND HAVE CAREFULLY COMPARED THE SA ME WITH THE ORIGINAL THEREOF: AND THAT IT IS A TRUE AND CORRECT COPY OF SAID ORIGINAL.

Portland, Ore-on, dated the 1 day of January, 198[illegible]

Willis G. Blair
PLAINTIFF: WILLIS G. BLAIR

WILLIS G. BLAIR
7211 S.E. Powell Blvd.
Portland, Oregon 97206, 774-1047

RECEIVED
[illegible]
MULTNOMAH COUNTY
CASHIER

1980 DEC 31 PM 3:37

IN THE CIRCUIT COURT OF THE STATE OF OREGON

COUNTY OF MULTNOMAH

BLAIR'S INVESTMENT PROPERTIES-LT.
WILLIS G. BLAIR, GENERAL PARTNER
7211 S.E. POWELL BLVD.
PORTLAND, OREGON 97206
PLAINTIFF,

V.

Mr. C.W. HEAD, SECRETARY
OREGON TRANSPORTATION COMMISSION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

AND
THE HONORABLE JAMES K. BROWN
ATTORNEY GENERAL OF OREGON
STATE OFFICE BUILDING
SALEM, OREGON 97310

AND
R.A. HATCH CONSTRUCTION CO.
P.O. BOX 201
BEND, OREGON 97701

AND
MR. WILLIAM F. NESSLY, JR.
DEPARTMENT OF JUSTICE
STATE OF OREGON
100 STATE OFFICE BUILDING

AND
CITY OF PORTLAND
THE HONORABLE CHRISTOPHER P. THOMAS
1500 S.W. FIRST AVENUE
PORTLAND, OREGON

AND
PORTLAND GENERAL ELECTRIC COMPANY
JAMES W. DURHAM
VICE PRESIDENT AND GENERAL COUNSEL
121 S.W. SALMON STREET
PORTLAND, OREGON

Case No. A8012-07324
In Tort: Trespass, Nuisance
Inverse Condemnation
Negligence: Wanton Reckless
Negligence, or in the alternative, Intentional Neglic
or in the alternative, Neglig
ce, Breach of Third Party
Contract: Failure to use late
al support
Fraud, or in the alternative
Deceit, or in the alternativ
Misrepresentation, bad faith
IN EQUITY: ADVERSE POSSESSION

PLAINTIFF ALLEGES:

AT ALL TIMES MATERIAL TO THIS CLAIM:

1. Blair's Investment Properities-Lt. was a limited partnership set up in the State of Oregon to do business.

2. Willis G. Blair is the General Partner.

3. During the proceeding events and to the present Willis G. Blair has never given any representative either expressed or implied license to come upon property commonly known as 3428-3434 S.E. 45th, in the City of Portland, in the State of Oregon to do work, or to take any soil to be tested, or to remove any appurtances, shrubs, flowers, or any plant on said property inclusive and not excluding grass, underground sprinkling system, and fence which enclosed property. Furthermore, on several occasions he has made very definite statements through counsel George Mead, and Tom Tongue that the Defendants each and everyone ofthem was not to come on said property.

4. Plaintiff understands that their was an easement, but has made enquiries and never been fully advised to the nature, intent of the givor of such easement, and the duration. Furthermore, Plaintiff in this cause of action assert he owned said property by adverse possession in that he:

a. Used the property for his exclusive use.

b. Plaintiff, or owner before him used it for Statutory Period of time.

c. Plaintiff intention are and have been clear he

c. appropriated the land and used it for his own and exclusive of all other, irrespective of any semblance of actual title.

d. Plaintiff by his action has never RECOGNIZED superior title or even that an easement existed. He has had a fence thereor grantor before him for over ten years, and has maintained grass, and underground spinkler system.

e. Plaintiff has held said property adversely and hostily claiming exclusive title and a denial of title to anyone else.

f.Plaintiff has left no doubt in anyone minds either agents of the State, Employees of the City, or neigh that he openly and notoriously possessed said proper

g. At all times the State, and its agents, and its contractors, and subcontractor that Plaintiff claime by actual and constructive possession that he owned same.

h. During the period of time that the Plaintiff has owned said premise, no State Agent, City Employee, or any employee of the State, City, or Governmental unit ever sent in written communication that he had permission to use 10 feet which the State and City o Portland state they own through their actions.

i. Therefore, Plaintiff owns 10 feet by adverse possession.

Defendant claims some interest in said property interest in said property adverse to Plaintiff but Defendant's Claim is without any right whatsoever and Defendant has no estate, title or interest in said property or any part thereof.

WHEREFORE: Plaintiff prays for a decree:

1) Requiring Defendant and all person claiming him to set forth the nature of their claim, if any, to th real property described in Paragraph 4, a-i herein:

2) Determining all adverse claims, if any, of Defendant and all person claiming under him;

3) Declaring Plaintiff as owner and entitled to possession of said real property free of any claims estate, title or interest of Defendant or those claiming under him, and quieting title in said property in Plaintiff;

4) Enjoining Defendant each and everyone of them clai ing under him from asserting any estate, title or interest in said property or any part thereof;

5) Awarding Plaintiff his cost and sibursements to be taxed herein; and

6) Granting such other relief as may be equitable.

5. Plaintiff was and is now the owner and in possession of the following described real property:

Lot 16, Block 4, BODLEY PLACE, IN THE CITY OF PORT-Land, County of Multnomah in the STATE OF OREGON INCLUDING THE 10 feet by Adverse Possession.

6. The building thereon is a frame building with brick

VENEER BUILT ON PROPERTY DESCRIBED IN "5", commonly known as 3428-3434 S.E. 45th.

7. The aforesaid building, immediately prior to the acts of the defendants, herein alleged, had been located on said real property for 20 years and was firm, sound, serviceable and substantial in all particularly the south and west walls and foundations of said building were in firm, sound and serviceable condition.

PLAINTIFF ALLEGES FOR HIS FIRST CAUSE OF ACTION:

I.

On or about December 21, 1977 George W. Mead, Jr. Attorney at Law representing Plaintiff did meet with Vern Priller right-of-way agent for the State of Oregon Highway Department, who Plaintiff on several earlier occasion had denied defendant access to the property, and a work easement.

II.

Vern Priller did not go on said premise to the best of Plaintiff's knowledge; however, Vern Pillar did furnish to George Mead, Jr. Xerox copies of photographs showing the effects of a temporary easemen

III.

Vern Priller, hereinafter referred to as defendant, did represent to Plaintiff's Attorney that no damage would be done to premise if permission was given, no cracks in the foundation would occur, and if they did the Defendants would compensate for such.

Furthermore, Defendant drew lines where the easement would occur, a xerox copy herein attached.

IV.

A letter was sent from George W. Mead, Jr. to Willis G. Blair of that conversation, a copy herein attached, where defendant did make such representation. It is believed that a letter was sent from Vern Priller, Defendant making such representation. That the defendant further after Plaintiff refused Defendant's offer did later do work on Plaintiff's property.

V.

Such representation of the Defendant were false in that the defendant knew that said representation were false or should have known that the Contractor would trespass with or without an easement which they did later do because of the immensity of the project. Furthermore Defendant said they would need the easement after Plaintiff's refusal which Defendant did communicate in writing, in the alternative, orally to George W. Mead, Jr. which the Plaintiff relyed thereon.

VI.

In reliance to said above fraudulent statements, or in the alternative, misrepresentation Plaintiff was damaged in that:

1. Plaintiff did believe that no work would be done on his premise.

2. Work was done with pills of dirt piled on the work easement area which Plaintiff did not consent to.

3. Heavy machinery was parked on area in a malicious fashion, or in the alternative, negligent fashion causing the loss of several tenants.

4. Plaintiff's sidewalk was torn out without any

5. any notice, and left in that state for over a month.

6. Plaintiff did communicate to Tom Tongue that Defendant had come on property without notice or permission, and it is believed Tom Tongue did communicate to Defendants each of them they were not suppose to come on said premise.

7. Defendant did further aggraved Plaintiff by putting a small strip of blacktop on Plaintiff sidewalk which they had teared out.

8. Furthermore, on May 31, 1979 H.M. Fillmore did write a letter about damage done to Plaintiff sidewalk. Plaintiff did not give them permission either orally or in a written communication to come back on said premise which they did in or about August of 1979.

9. From February of 1979 till presently it has been impossi to keep rented the apartment which area they did trespass on

VII.

At all times up to February of 1979, Plaintiff was ignorant of th falsity of the representation and did not discover said until said date, and nothing could be done at that point and time.

VIII.

By reason of the aforesaid false and fraudlent representation the Plaintiff suffered special damages of 4,000.00 loss of rent, an additional 4,000.00 in labor performed to try to repair area damages due to this fruadulent representation, and additional$20,000.0

GENERAL DAMAGES which aggravate Plaintiff's health problems, and an additional $40,000.00 punitive damages because of the outrageous nature of the right-a-way agents representation, and it is right an equitable that defendant, State of Oregon should be assessed for the wilful and m.licious representation of their employees because it is not in the best interest of the Society such incidents should not occurwithout punitive damages being awarded.

PLAINTIFF FOR HIS SECOND CAUSE OF ACTION ALLEGES:

I.

Plaintiff realleges his claim to the ten feet by adverse possession. Further Plaintiff realleges the FIRST CAUSE OF ACTION FRAUD, OR IN THE ALTRERNATIVE; DECEITAND MISREPRESENTATION PARAGRAPHS I,II,III,IV.,V., VI.,VII., VIII.

II.

On or about January 10,1979 and at all times since the date up to September 10,1979, defendant knowingly, maliciously, supra, and wantonly did enter upon Plaintiff real property, and then ar there did the following:

1. Did execuvate along the South Eastern part of the Plaintiff's property did rip out and tear out by heavy equipment Three large shrubs over 8 feet height which depth of root system did penatrate over a three to three and a half depth.

2. One of the shrubs they tore out was next to a footing which is believed to have been destroyed or seriously damaged by such negligent proceedure.

3. With heavy machinery did execuvate top soil and several inch into the ground and did laterally support premises during this trespass on southeasterly footing.

4. Defendant further came upon the premise tearing up sidewalk on Plaintiff property.

5. Defendant did further graded the area, not using due care to suppot the southeasterly footing, and grading it in such a fashion that water would run from Plaintiff's property into the street carrying loss dirt and soil, making no protection that soil would not be eroded away from Plaintiff's building.

That commencing on or about the first of February, 1979 and continuing until about the month of April, 1979 R.A. Hatch, a Defendant herein acting on behalf of the City of Portland, and the State of Oregon, defendant herein, without first making compensation therefor, nad without the autority of the Plaintiff, and without the consent of the Plaintiff, and without the decree of condemnation, as in the law of Eminent Domain of this State of Oregon made and Provided for, and without any authority whatsoever, entered upon a part of the property described above and appropriated the same to its use for widening of Powell Boulevard. Defendant did all damages mentioned above includin carrying away the shrubery, and removing soil in large dump trucks beneath and adjacent to the footing of the building on the SouthEast Side of the building. This created a condition where the Plaintiff was surrounded with pils of mud, deep tretches and heavy equipment posing hazards to the tenants in the building. Portland General Electric, hereinafter referred to as defendant, did pull up power lines and one large power poll.

And defendant did execavate within seven inch from the building and graded to the point where heavy equipment did get scratched next to the building, at during this time a trench at least 3 feet deep was left on the SouthEast Side of building resulting in settling in that area.

1. Furthermore, Portland General Electric Co., did use a compactor for several day compacting the soil several feet from the SouthEast Side of the Building pulling support soil from the SouthEast Side of the building, also the vibration broke up particles in the soil which the building rested on.

III.

That in the process of doing the foreabove excavation to the southeast side of the building, and in the process of removing the shrubery on Plaintiff's property, and through vibration and compaction, it became the duty of the defendant to take reasonable precaution to prevent the soil from Plaintiff's property from falling into said excavation, and to use and take reasonable precautions, including soil samples before starting the work which they did not have permissio to do, and to exercise due and proper care to prevent injury and damage to the Plaintiff's land and building thereon, and to take such reasonable precaution so as to protect the soil on the Plaintiff's said lot and preserve it in its natural state.,and it became the duty of the defendants each and everyone of them to see to it that the structur of properly furnished with sufficient lateral and subadjacent support to the Plaintiff's building and to protect Plaintiff's land and the structure thereon from injury due to themassive construction

DISTURBANCE OR OTHER EXISITING CONDITION CAUSED BY SUCH PROCESS.

IV.

Because the Defendant each and everyone of them did not have anykind of permission to be on said premises as a direct result of the foreabove the building has settled, which has resulted in a Market Value loss of in excess of $25,000.00 which are special damages, and an additional $25,000.00 should be awarded for General damages, and because of the wanton, malicious conduct of the defendant' each and everyone of them by their trespass entrance and the resulting market value loss of said premise should be assessed anadditional $50,000.00 dollars for punitive damages.

FOR THE THIRD CAUSE OF ACTION:

I.

Plaintiff realleges the FIRST CAUSE OF ACTION, AND THE SECOND CAUSE OF ACTION: TRESPASS, pargraph I.,II., III., IV., AND FURTHER ALLEGES

II.

FROM FEBRUARY TO AUGUST OF 1979, said Defendant without permission of the Plaintiff removed said dirt an soil from beneath the Plaintiff's south wall pursuant to some plans of their own as to which the Plaintiff has had no notice or knowledge of, and undertook to and did in a wanton, wilful, malicous intentional negligent manner plack back under the foundation of the said building, certain material pursuant to some plan unknown to the Plaintiff. Said operation caused a disturbance and change of exisiting condition which contribu-

As a result of defendant's negligence first in the way the conducting research on the soils in the area, in the execavating of the property, the seizing of said propertyand trespass, not supporting the building laterally, grading the soil so it would wash in the street, not covering the soil, the tearing out of large shrubs, and carrying away of the top soil, covering with cement the main shut off valve for the building's water line, and all other damage mentioned in Cause of Action III., damage to the building is in excess of $25,000 to repair it that being the special damages, and because of the immensity of the action both by the State of Oregon, and its employees and general contractors, subcontractor, and any and all employees of the foreabovementioned in the above described acts, in violation of law, and in disregard of societal obligations for the safety of persons and property the Plaintiff is entitled to exemplary damages against said defedants in the sum of an additional $25,000.00.

WHEREFORE THE PLAINTIFF PRAYS FOR A VERDICT against the defedants, and each of them, in the sums for:

(1) FIRST CAUSE OF ACTION: Special Damages of $8,000.00, General Damages of $20,000.00 and punitive damages of $40,000.00.

(2) SECOND CAUSE OF ACTION: SPECIAL DAMAGES of $25,000.00, General Damages of $25,000.00, and Punitive Damages of $50,000.00.

(3) THIRD CAUSE OF ACTION: SPECIAL DAMAGES OF $25,000.00, AND AN ADDITIONAL PUNITIVE DAMAGES

Furthermore, the brick veneer in several different areas has been injured and large cracks creating moisture pockets in the exterior to interior walls, several cracks have appeared in 3430, 3428,3432 interior. In 3434 where most of the damage has been sustained window have popped out, the two main picture window on 45, and on Powell' side have been broken, electrical fixture immediately after needed replacing,slight crack caused by the construction south side of 3434 front door have increased in size, windows have separated from the frames. Furthermore, in 3434 S.E. 45 interior to the left of the living room, coming in from the door, the wall between the living room and the bedroom has separated out from the partition between the two apartments creating a very unslightly appearance. In addition the carpet along the south wall of the living room has all pulled up from its foundation and the slate ornamental sheeting in front of the fireplace has cracked and popped out. The formica counter top to the right of the kitchen on the south side of the building has sepa ated out away from the walls. In the bathroom, the tiles popped off the bathroom wall inside and the shower enclosure and back door occasionally blow open even though it is shut and locked before doing so. In the west wall of the building a little crack in the mortar has moved from 1/4-3/8 of an inch during one tenancy and has continued to increase in size creating a major stress and major openin conducive to moisture, fungus, dryrot, carpenter ants, dampwood termit and other wood-destroying insects. There is a mjor break in the roof.

VII.

(3) of $25,000.00.

BLAIR'S INVESTMENT PROPERITIES-LIMITED

WILLIS G. BLAIR, GENERAL PARTNER
7211 S.E. Powell Blvd.
PORTLAND, OREGON 97206
PHONE NUMBER 774-1047

COUNTY OF MULTNOMAH)
) ss.
STATE OF OREGON)

BE IT REMEMBER THAT WILLIS G. BLAIR, GENERAL PARTNER FOR BLAIR'S INVESTMENT PROPERITIES-LT. DID SIGN HIS SIGNATURE BEFORE THIS NOTARY PUBLIC FOR THE STATE OF OREGON, IN THE COUNTY OF MULTNOMAH, AND WILLIS G. BLAIR STATES THE FOREGOING IS TRUE AND ACCURATE TO THE BEST OF HIS KNOWLEDGE. THIS PLEADING SIGNED ON THE 31 DAY OF DECEMBER, 1980.

NOTARY PUBLIC

MY COMMISSION EXPIRES ON THE FOREABOVE

(3) of $25,000.00.

Blair's Investment Prop-Lt.
BLAIR'S INVESTMENT PROPERITIES LIMITED
Willis G. Blair
WILLIS G. BLAIR, GENERAL PARTNER
7211 S.E. Powell Blvd.
PORTLAND, OREGON 97206
PHONE NUMBER 774-1047

COUNTY OF MULTNOMAH)
) ss.
STATE OF OREGON)

BE IT REMEMBER THAT WILLIS G. BLAIR, GENERAL PARTNER FOR BLAIR'S INVESTMENT PROPERITIES-LT. DID SIGN HIS SIGNATURE BEFORE THIS NOTARY PUBLIC FOR THE STATE OF OREGON, IN THE COUNTY OF MULTNOMAH, AND WILLIS G. BLAIR STATES THE FOREGOING IS TRUE AND ACCURATE TO THE BEST OF HIS KNOWLEDGE. THIS PLEADING SIGNED ON THE 31 DAY OF DECEMBER, 1980.

Cheri E. York
NOTARY PUBLIC
8/14/84
MY COMMISSION EXPIRES ON THE FOREABOVE

5500

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

November 20, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8860

Valentine Surfacing Company
P. O. Box 86
McMinnville, OR 97128

FILED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receiving your letter dated November 6, 1980, concerning a claim for pavement removal, flagging and force account work in the amount of $6,567.15 against the bond on Contract No. 8860.

The claim states this is in reference to the R. A. Hatch Company Contract No. 8860 for work on the Ross Island Bridge-Southeast 50th Avenue (Portland) Section of the Mt. Hood Highway in Multnomah County.

Your Notice of Claim and this letter will be sent to the Secretary of State's office for filing. Identical copies will be sent to the contractor, surety and agent.

Please notify this office when payment has been received.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RWG:dmc

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

NOTED ON CARD
11-25-80 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VALENTINE SURFACING CO.

(503) 472-4155

P. O. BOX 86
1305 LAFAYETTE AVE.
McMINNVILLE, OR 97128

November 6, 1980

Oregon State Department of Transportation
Highway Accounting
434 Transportation Building
Salem, OR 97310

ATTEN: V.E. Skoog, Highway Controller

RE: OSHD Contract 8860

Gentlemen:

Notice hereby is given that the undersigned, Valentine Surfacing Co., has a claim for pavement removal, flagging and force account work in the sum of $6,567.15 dollars against the bond taken from R. A. Hatch Co. and Employers of Wausau, for the work of Ross Island Bridge-SE 50th Ave. (Portland FAP No 1X-24(8), Contract No. 8860.

Sincerely,

VALENTINE SURFACING CO.

By C.R. Valentine
Charles R. Valentine
President

CRV/mgd
cc: R. A. Hatch Co.
Corroon & Black
Employers Insurance of Wausau

NOV 10 1980
HIGHWAY ACCOUNTING

8860

L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ross Island Br.- S.E. 50th Ave.

WEEK ENDING: October 31, 1980

SECTION PREFIX: 26-1003

HIGHWAY: Mt. Hood (Powell Blvd.)

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grade, pave, sign, illumination & signals

CONTRACTOR: R.A. Hatch Co.

CONTRACT NUMBER: 8860

FEDERAL AID PROJECT NUMBER: IX-24(8)

DATE OF CONTRACT: December 19, 1978

DATE WORK STARTED: January 17, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 435

CALENDAR DAYS USED 428

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: 4,011,049.13

EXCLUSIVE OF ENGINEERING: 3,725,818.97

ENGINEERING AUTHORIZATION: 285,230.16

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 3,752,000.00

ENGINEERING COST TO DATE: 316,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc Eng 99

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ .7 %

PERCENT OF AUTHORIZATION: 111 %

DATE PROJECT WAS COMPLETED: July 31, 1980

Semifinal submitted: October 10, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,950 CY	1,470 T			37,000 T
TOTAL QUANTITIES CORRECTED TO DATE	14,780	1,636			36,420
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,780	1,636			36,420
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16330							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26				
MONDAY 27				
TUESDAY 28				
WEDNESDAY 29				
THURSDAY 30				
FRIDAY 31				
SATURDAY 25				

RECEIVED
NOV 3 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY 31	Establishment period ended; second notification submitted.
SATURDAY	

REMARKS

This will be the last weekly report submitted for this project.

SIGNED Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8860

July 18, 1980

Mr. Jerome B. Buckley, Jr.
Carney, Probst & Cornelius
Attorneys at Law
1618 S. W. First Avenue
Portland, OR 97201

CON 3
#8860

Dear Mr. Buckley:

In response to your letter of July 10 addressed to C. W. Mead, we are returning to you a copy of the Performance Bond on Contract No. 8860 with R. A. Hatch Company for work on the Ross Island Bridge-S.E. 50th Avenue in Portland.

There is not a separate payment bond in connection with our highway construction contracts. The performance bond is the only bond required, which includes the performance and payment on a contract.

If I can be of further help, please let me know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

flm

Att.

CARNEY, PROBST & CORNELIUS
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S. W. FIRST AVENUE
PORTLAND, OREGON 97201

RICHARD R. CARNEY
LEO R. PROBST
DARRELL L. CORNELIUS
LEO N. PROBST
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
EDWARD C. OLSON
PAUL C. HAYS
LYLE O. ROBERTSON

TELEPHONE
221-0611
AREA CODE 503

July 10, 1980

C.W. Head
Commission Services
Department of Transportation
Transportation Building
Salem OR 97310

Re: Your File No. CON 5, #8860

Dear Mr. Head:

On November 7, 1979, you forwarded me a copy of the payment bond on Contract No. 8860. I am enclosing a copy of the document entitled "Section IV" which you forwarded to me at that time. That document is entitled "Performance Bond" and I just want to be particularly sure that there was not a separate payment bond issued as litigation is proceeding on this matter. Would you please get in touch with me in this regard.

Very truly yours,

CARNEY, PROBST & CORNELIUS

Jerome B. Buckley, Jr.

tm
Enclosure

RECEIVED
JUL 11 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8860 7-17-80 L

U. S. GOVERNMENT PRINTING OFFICE: 1976-[illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Chuck Lobaugh, Res-Engr; Ed Hart, Reg-Engr; Marion Craft, Reg. Constr. Engr.
Maury Payne, Reg-Maint. Engr; Wayne Oberding, City of Portland, Bur. of St. Structures.

DATE OF INSPECTION 7-17-80	INSPECTION MADE BY Original signed by C. T. CHRISTIANSON C. T. Christianson, Area Engrineer		PROJECT NO. IX-24(8)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

ROSS IS.BR.- SE 50th AVE.
POWELL BLVD.
Grade, Pave, Sign, Illum, and Signal

The project has been completed except for island lighting modifications and misc. clean up items.

The final cost is expected to be very close to the bid amount. Engineering may overrun slightly. Project appearance is good and no contract claims are anticipated.

The project has been accepted by the City of Portland.

RECEIVED
STATE HWY ENGR
AUG 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

2860

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I[illegible]4(7)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO. 71108-2

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO, Machinery
FOR

Info	Imes	R/D	D/R	Sign	Act	File

7-15
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE July 2, 1980

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 52nd Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Correction of PR 1240

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Correction - see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR 1240 dated 7-2-80 is corrected to read as follows:

"As requested in Mr. Swan's letter of May 19, 1980, I approve the revised Right of Way costs to a TEC of $1,611,950 - Federal Funds $1,370,550."

DATE 7-14-80

SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-955

May 19, 1980 PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 71108-2
Project No. IX-24(7)
Ross Island Br.-S.E. 52nd Ave. Section
Multnomah County

I hereby request your approval of a minor program change on the subject project to increase the estimated total cost and allotted Interstate Substitution General Funds to coincide with the latest estimate of right of way costs as follows:

	Total Cost	Federal Funds
Present	$1,377,000.00	$1,170,450.00
Increase	234,950.00	200,100.00
TOTAL	$1,611,950.00	$1,370,550.00

Enclosed is a parcel by parcel tabulation of right of way costs in support of the above request for additional funds.

CL:bke
Enc.

cc: R. Henry
G. Zehner

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#7860 7-7-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
X-24(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71108-2

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
~~6-25-80~~
JUL 2 1980

FEDERAL ROUTE NUMBER
Primary 24

STATE ROUTE NUMBER
Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 52nd Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 19, 1980 I approve the revised Right of Way costs to a TEC of $1,377,000 - FF $1,170450.

(Increase TEC $234,950 - FF $200,100)

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE
7-2-80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hansen

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-621-033

May 19, 1980 PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 71108-2
Project No. IX-24(7)
Ross Island Br.-S.E. 52nd Ave. Section
Multnomah County

I hereby request your approval of a minor program change on the subject project to increase the estimated total cost and allotted Interstate Substitution General Funds to coincide with the latest estimate of right of way costs as follows:

		Total Cost	Federal Funds
Present		$1,377,000.00	$1,170,450.00
Increase		234,950.00	200,100.00
	TOTAL	$1,611,950.00	$1,370,550.00

Enclosed is a parcel by parcel tabulation of right of way costs in support of the above request for additional funds.

CL:bke
Enc.

cc: R. Henry
G. Zehner

#8860

U. S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-23-80

FEDERAL AID PROJECT NO.: IX-24(8)

STATE PROJECT NO.: See Below

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: 80261

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-27
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 5/28/80	FEDERAL ROUTE NUMBER Primary 24	STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
Ross Island Bridge - SE 50th Avenue

GENERAL DESCRIPTION OF WORK:
Project Credit

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6/12/80 I approve transfer of signs to project F-4-2(6) Contract No. 8950 with credit to IX-24(8) TEC $440 Federal funds $374. (SFO No. 11)

DATE 6/23/80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-888

8860

L

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: Charles Lobaugh
Resident Engineer

DATE: June 16, 1980

FROM: Gareld Inloes
EEO & Labor Compliance Manager

SUBJECT: Ross Island Br.-SE 50th Ave.
Contract No. 8860
Conco Curb/Local 701 Trust Fund

traced
PER 9

The letter addressed to you from James D. Noteboom, dated May 16, 1980 regarding the subject project, has been reviewed by Jack Sollis.

Mr. Sollis recommends that no retainage be withheld regarding the union trust fund claim.

On the Resident Engineer's Labor Compliance Certification (Form 734-1734), it would be appropriate to list the claim of the union trust fund.

GI:mk

cc: H. S. Coulter/att.
Jack Sollis/att.
Marion Craft/att.

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

125-1387

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS
835 N.W. BOND STREET • BEND, OREGON 97701 • TELEPHONE (503) 382-3011

LYMAN C. JOHNSON
RONALD L. MARCEAU
DENNIS C. KARNOPP
C. MONTEE KENNEDY
ROBERT L. NASH
JAMES D. NOTEBOOM
JAMES E. PETERSEN

May 16, 1980

1 Jackmond J RECEIVED Richards
Hopkins MAY 22 1980 Berg
Williams 3 Inlow
Johnson CONSTRUCTION Widmer
Glenn BRANCH Gebauer
2 Church

Charles Lobaugh
Resident Engineer
Department of Transportation
State Highway Division
3700 SE 92nd Avenue
Portland, OR 97266

Re: Conco Curb/Local 701 Trust Fund

Dear Mr. Lobaugh:

This letter is in response to your letter of May 6, 1980, regarding the pending claim by the Laborers Union against Conco Curb, Inc. I've discussed this matter with you and with Jack Sollis with the Attorney General's office.

Briefly, Conco Curb, Inc. was a subcontractor of R. A. Hatch Company on the Powell Boulevard repaving project. It appears to us that although we paid Conco Curb monies for payroll expenses, Conco Curb did not in turn pay the union trust benefits. We've had this same problem with a number of other creditors of Conco Curb.

R. A. Hatch Company did post a bond for this project with Employers Mutual Liability Insurance Company of Wisconsin as surety. The clear remedy for the union trust fund in this case is to proceed against the bond. In fact, that is precisely what the trust fund has done. I've attached for your information a copy of the amended notice of claim on our bond.

In addition, we believe there is a substantial legal issue as to whether or not the union trust fund is entitled to collect from R. A. Hatch Company. I have been corresponding with the attorney for the union trust fund regarding this matter. Accordingly, because the union does have a clear remedy for any monies that are due it from R. A. Hatch Company and because the union is actively pursuing this remedy, we would request that the State not withhold any payment from us on account of the union claim.

Very truly yours,

JAMES D. NOTEBOOM

JDN:sm
Enclosure

cc: Robert Hatch
Bryant Jackmond

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

AMENDED
NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

To: R.A. Hatch Co.
General Contractor
P.O. Box 201
Bend, Oregon 97701

Notice is hereby given that the A.G.C.-OPERATING ENGINEERS TRUST FUNDS has a claim for fringe benefits due to the employees of CONCO CURB, INC. working under the jurisdiction of the International Union of Operating Engineers Local 701 in the sum of four thousand, six hundred fifty dollars and sixty-nine cents ($4,650.69), together with interest, liquidated damages and attorney fees, as shown on attached Exhibit A, against the bond issued on December 19, 1978 Bond No. 8860 on which R. A. Hatch Co., General Contractor is the principal, and the State of Oregon is the owner and EMPLOYERS MUTUAL LIABILITY INSURANCE COMPANY OF WISCONSIN is the surety for that project known as Oregon State Highway Division, Contract No. 8860 for Ross Island Bridge - S.E. 50th Avenue Section.

DATED: May 1, 1980

CARNEY, PROBST & CORNELIUS

Jerome B. Buckley, Jr.
Of Attorneys for AGC-Operating
Engineers Trust Funds

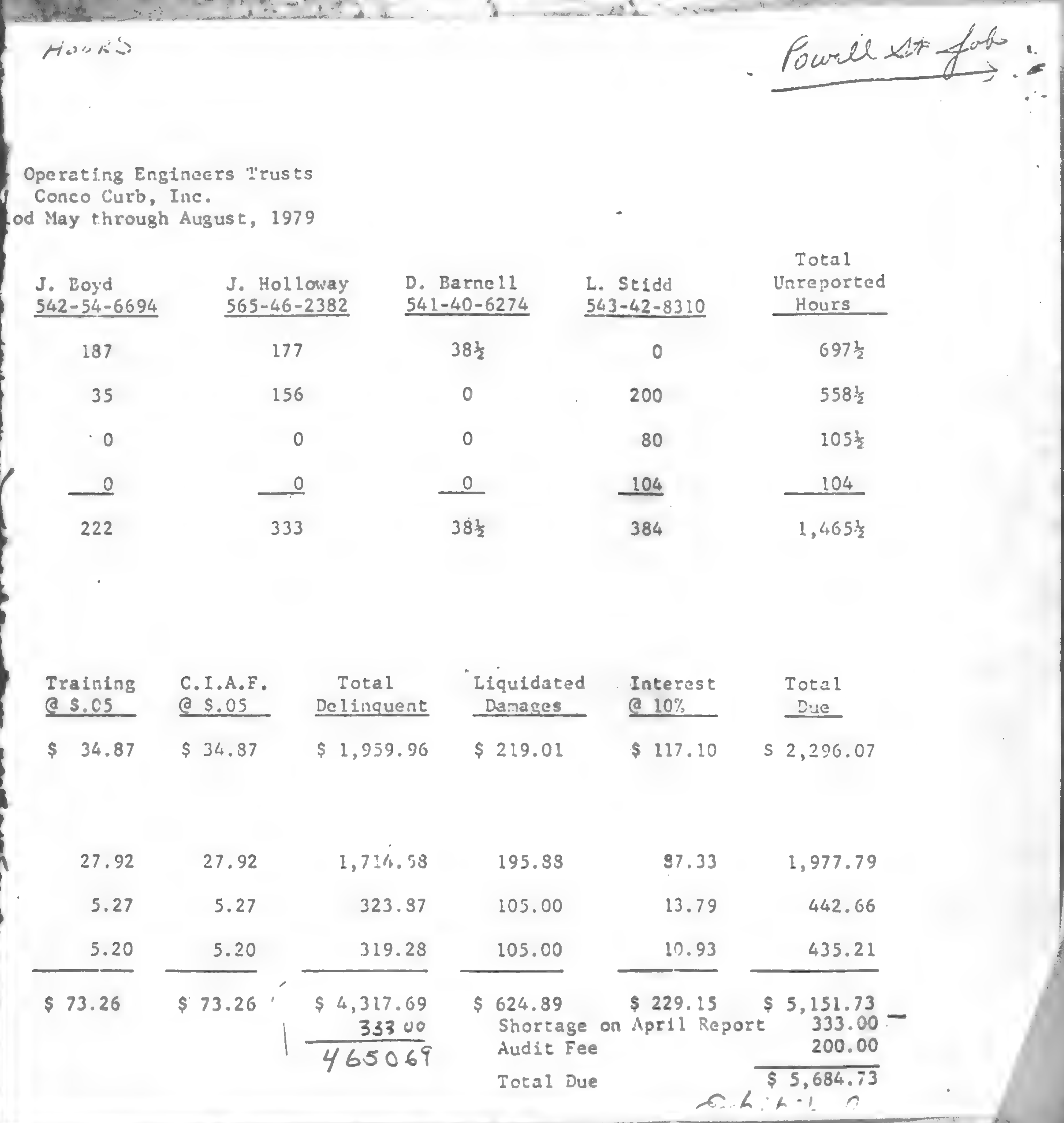
Revised Hours

A.G.C. - Operating Engineers
Conco Curb, Inc.
Audit Period May through August

Month of Report	V.D. Houston 543-36-2222	B.O. Ellis 541-44-8933	D. Olson 543-60-6694	J. Boyd 542-54-6694	J. 565
5/79	169½	68	57½	187	
6/79	167½	0	0	35	
7/79	25½	0	0	0	
8/79	0	0	0	0	
	362½	68	57½	222	

Month of Report	Hours Worked	Hours Funded	Health & Welfare @ $1.00	Pension @ $1.21	Vacation @ $.50	Training @ $.05	C.I.A.F. @ $.05
5/79	697½	0	$ 697.50	$ 843.97	$ 348.75	$ 34.87	$ 34.87
				Pension @ $1.47			
6/79	558½	0	558.50	820.99	279.25	27.92	27.92
7/79	105½	0	105.50	155.08	52.75	5.27	5.27
8/79	104	0	104.00	152.88	52.00	5.20	5.20
	1,465½	0	$ 1,465.50	$ 1,972.92	$ 732.75	$ 73.26	$ 73.26

Interest and Liquidated Damages Calculated as of 1/25/80



Hours

Powell St Job

Operating Engineers Trusts
Conco Curb, Inc.
od May through August, 1979

J. Boyd 542-54-6694	J. Holloway 565-46-2382	D. Barnell 541-40-6274	L. Stidd 543-42-8310	Total Unreported Hours
187	177	38½	0	697½
35	156	0	200	558½
0	0	0	80	105½
0	0	0	104	104
222	333	38½	384	1,465½

Training @ $.05	C.I.A.F. @ $.05	Total Delinquent	Liquidated Damages	Interest @ 10%	Total Due
$ 34.87	$ 34.87	$ 1,959.96	$ 219.01	$ 117.10	$ 2,296.07
27.92	27.92	1,714.58	195.88	87.33	1,977.79
5.27	5.27	323.87	105.00	13.79	442.66
5.20	5.20	319.28	105.00	10.93	435.21
$ 73.26	$ 73.26	$ 4,317.69 333 00 4650 69	$ 624.89	$ 229.15	$ 5,151.73

Shortage on April Report	333.00
Audit Fee	200.00
Total Due	$ 5,684.73

Exhibit C

5860

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.

3700 S.E. 92nd Ave.
Portland, OR [illegible]

May 6, 1980

~~R. A. Hatch~~ Co.
P.O. Box 201
Bend, OR 97701

Attention: Bob Hatch

Last fall we were notified that one of your subcontractors, Conco Curb, Inc., had failed to pay fringe benefits on behalf of its laborers and operating engineers. The attached copy of our auditors report details the amount that the Laborers Union Local is due. I have been told by Al Booth of the operating engineers that $5,6[illegible].73 is the amount that Conco owes them. All the fringe benefits were shown on certified payrolls as having been paid.

Before Bert retired he made you aware of the Unions' accusations, and you and I discussed it about a month ago. At this time we need cancelled checks to document that these fringe benefits have been paid. If we don't have the cancelled checks by June 1, 1980 the State will withhold the amount of the claims from the final contract payment.

Yours very truly,

Charles [illegible]
Resident Engineer

xc: Marion Craft
Bryant Jackmond
Jack Sollis
Fred Hughes
Al Booth
Conco Curb, Inc.

encl.

2 Kessey K
L Jackmond J
RECEIVED
MAY 8 1980
CONSTRUCTION BRANCH
Hopkins
Williams
Johnson
Glenz
Richards
Berg
3 Inloes
Widmer
Gebauer
Church

8860 5437

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 17 1980
NORMA PAULUS
SECRETARY OF STATE

June 16, 1980

IN REPLY REFER TO
FILE NO. CON 5
#8860

Galton, Popick & Scott
Attorneys at Law
8th Floor, Wilcox Building
506 S. W. 6th Avenue
Portland, OR 97204

FILED
JUN 17 1980
NORMA PAULUS
SECRETARY OF STATE

Attention: David J. Hollander

Gentlemen:

This letter acknowledges your letter dated June 12, 1980, and Notice of Claim, in behalf of your client, Oregon Laborers Employers Trust Funds against R. A. Hatch Co. The amount of the claim is for $13,391.69 together with interest and attorneys fees for fringe benefits due to the employees working under the jurisdiction of Laborers Union for work and labor performed for R. A. Hatch Co.

This in in connection with the R. A. Hatch Co. Contract No. 8860, for work on the Ross Island Bridge-S. E. 50th Avenue Section on Powell Boulevard in Portland, Multnomah County.

Copies of this letter are being sent to the surety, agent, the prime contractor and to the Secretary of State's office for filing.

Please notify this office when the claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

cc: Corroon & Black of Oregon
1600 S. W. 4th
Portland, OR 97201

bc: ✓ Hon. Norma Paulus P. S.--
Secretary of State--Please acknowled
receipt of the attached claim on t
enclosed copy of this letter.

Contract #8860

NOTICE OF CLAIM ON PUBLIC WORKS BOND

TO: OFFICE OF THE SECRETARY OF STATE
GENERAL CONTRACTOR, R.A. HATCH

Notice is hereby given that the undersigned, the Oregon Laborers Employers Trust Funds, has a claim for fringe benefits due to the employees working under the jurisdiction of Laborers Union in the sum of $13,391.69 together with interest and attorneys' fees, for work and labor performed for R.A. Hatch Company. This sum is for the period between February 11, 1979 through December 31, 1979. The Trust Funds have been unable to audit the Books and Records of Conco Curb, Inc. from January 1, 1980 to the present and therefore have been unable to determine whether there are additional sums due.

It is Trust Funds belief that Employers Insurance of Wausau is surety of R.A. Hatch Company for the Powell Blvd. project.

DATED this 12 day of June, 1980.

GALTON, POPICK & SCOTT

HERBERT B. GALTON

David J. Hollander

DAVID J. HOLLANDER
OF ATTORNEYS FOR CLAIMANT

GALTON, POPICK & SCOTT

ATTORNEYS AT LAW

8TH FLOOR, WILCOX BUILDING
506 S.W. 6TH AVENUE
PORTLAND, OREGON 97204
(503) 222-3411

HERBERT B. GALTON
LEONARD POPICK
GARY M. GALTON
ALAN M. SCOTT
SIDNEY A. GALTON
[redacted]
L. LESLIE BUSH
DAVID J. HOLLANDER
DAVID D. LIPTON

June 12, 1980

Mr. Robert Gormsen
Dept. of Transportation, Rm. 121
Transportation Building
Salem, Oregon 97310

Re: Contract #8860; R.A. Hatch Company; Conco Curb; Oregon Laborers-Employers Trust Fund

Dear Bob:

In accordance with our phone conversation of June 10, 1980, enclosed please find our notice of claim regarding the above matter. Kindly provide me with a copy of the letter that you will be sending to the bonding company and/or surety.

Thank you your kind courtesy and cooperation herein.

Very truly yours,

David J. Hollander

DJH/dg

cc: Vermeer, Hastie . Hughes

RECEIVED
JUN 13 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8860. .54366

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 10 1980
NORMA PAULUS
SECRETARY OF STATE

June 9, 1980

IN REPLY REFER TO
FILE NO. CON 5
#8860

Bolliger, Hampton & Tarlow, P. C.
Attorneys at Law
1600 S. W. Cedar Hills Blvd., Suite 102
Portland, OR 97225

Attention: Joseph A. Yarbeck, Jr.

RECEIVED
JUN 10 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter and Notice of Claim filed in behalf of your client, JEF Inc., against R. A. Hatch Co., in the amount of $4,814.14.

The claim states this is for materials supplied to R. A. Hatch Construction Company. This appears to be in connection to the R. A. Hatch Co. Contract No. 8860 for work on the Ross Island Bridge-S. E. 50th Avenue (Portland) Section on the Mt. Hood Highway in Multnomah County.

The Employers Insurance of Wausau furnished the bond on this contract. Copies of this letter and Notice are being sent to R. A. Hatch Co., the surety and to the Secretary of State's office for filing.

Please notify this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Noted on card 6-18-80

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

cc: Corroon & Black of Oregon
1600 S. W. 4th
Portland, OR 97201

bc: Hon. Norma Paulus
Secretary of State--Please
acknowledge receipt of the
attached claim on the enclosed
copy of this letter

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

June 5, 1980

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem OR 97310

Attn: CON 5, No. 8860

Re: R. A. Hatch, Contract No. 8860, Powell Blvd.

Dear Mr. Gormsen:

Enclosed is JEF's notice of claim on the bond provided by R. A. Hatch.

Very truly yours,

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/jga

Enclosure

cc: Steve Pearce

cc: Corroon & Black
Insurance Agents

cc: James D. Noteboom
Attorney at Law

RECEIVED
JUN 6 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: STATE OF OREGON, DEPARTMENT OF TRANSPORTATION:

NOTICE HEREBY IS GIVEN that the undersigned, JEF, Inc. has a claim for materials supplied (curb and gutter cuts, paper tubing, corks, nails, resin base cure, bead board, rubber float, concrete edger, water coolers, cups, etc.) to R. A. Hatch Construction Company on the Ross Island Bridge - S. E. 50th/Powell Blvd. Contract No. 8860, in the sum of $4,814.14 against the bond taken from Employers Mutual Liability Insurance Company of Wisconsin as surety and R. A. Hatch as principal for the work on the foregoing described contract.

JEF, INC.

By: ______________________
Title:

RECEIVED
JUN 6 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8860

PL

April 28, 1980

CON 5
#8860

Mr. Joseph A. Yazbeck, Jr.
Bolliger, Hampton & Tarlow
Attorneys at Law
1600 SW Cedar Hills Blvd., Suite 102
Portland, OR 97225

Dear Mr. Yazbeck:

As requested in your letter of April 18, we are attaching a copy of the bond furnished on R. A. Hatch Company's Contract No. 8860.

This contract was for work on the Ross Island Bridge-S. E. 50th Avenue (Portland) Section of the Mt. Hood Highway (Powell Boulevard) in Multnomah County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

April 18, 1980

Mr. Robert Gormsen
Commission Services
Dept. of Transportation
Transportation Building, Room 121
Salem OR 97301

Re: R. A. Hatch - Powell Street Job, Portland, Oregon

Dear Mr. Gormsen:

Would you please provide me with a copy of the bond R. A. Hatch provided for the Powell Street job. Would you also please tell me what the contract number was and the description of the contract.

Very truly yours,

Joseph A. Yazbeck

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/jga

cc: Roy Snyder

RECEIVED
APR 21 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8 60

STATE OF OREGON

Highway Construction 378-6318
DEPT. TELEPHONE

INTEROFFICE MEMO

FILE: CON 5

TO: Marion Craft
Region 1 Construction Engineer

DATE: April 24, 1980

Gareld Inloes

FROM: Gareld Inloes
EEO & Labor Compliance Manager

NOTED
H. S. COULTER

SUBJECT: Ross Island Bridge-SE 50th Ave.
Contract #8860
Employee Fringe Benefit

I have reviewed Charles Lobaugh's letter regarding Conco Curb, Inc.'s failure to make payment of fringe benefits to the appropriate Labor Trust Funds.

An attempt to resolve this issue at the Resident-Prime Contractor level is recommended. Since the subcontractor, Conco Curb, Inc., has furnished the Resident Engineer with Certified Payrolls, certifying that fringe benefit payments have or will be made, it seems appropriate to allow Conco to defend the accusation made by the Unions.

I suggest Lobaugh write the prime contractor, R. A. Hatch Co., identifying the claim against his subcontractor., the dollar amount of each claimant, and a brief description of the items that involve the claims, i.e., Health & Welfare, Pension, etc. The letter should request copies of the canceled checks, substantiating the Certified Payroll statement that these fringe benefits have been made. A specific date should be established for the contractor to provide these requested checks, (15 ± days).

The contractor should be advised that failure to respond by the established date will authorize the State to withhold the total amount of the claims from the final contract payment.

Copies of the above letter should be sent to: Conco, the two Unions, Jack Sollis and Bryant Jackmond.

Please apprise me of the results of this issue.

GI:mk

cc: H. S. Coulter ✓
Jack Sollis

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
APR 8'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

ROW 18-4

April 7, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Attention: C. T. Christianson
Area Engineer

Removal and Reinstallation of
Temporary Illumination Pole
Portland General Electric Co.
Ross Island Br.-SE 50th Ave. Section
Mt. Hood Highway (SE Powell Blvd.)
Multnomah County
Project No. IX-24(8)

Reference is made to Mr. C. T. Keasey's letter of May 22, 1979 which requested approval of Order for State Force Work No. 5 covering the cost of the removal and reinstallation of a temporary illumination pole to accomodate the raising of an 80 ton, 94' channel beam across Powell Blvd. Reference is also made to your Letter of Approval and/or Authorization dated June 7, 1979 which approved the cost of removal and reinstallation of the illumination pole and confirmed an advanced authorization date of May 11, 1979. Copies of above correspondence attached.

The removal and reinstallation of the temporary illumination pole has been completed and a billing received from Portland General Electric Co. for $641.43 as the total actual cost for the work. The billing has been audited by our Highway Division Accounting Section and it was discovered that the work was actually accomplished between April 27, 1979 and May 8, 1979. The advanced authorization date of May 11, 1979 was in error. The May 11, 1979 date Mr. Christianson was contacted was misconstrued as the start-work date.

The State finds the actual cost for the removal and reinstallation work of $641.43 to be justified and acceptable. We, therefore, request approval for a revised advanced authorization date of April 27, 1979 and an actual cost for the relocation work of $641.43.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack H. Cartwright
Rich Evans
Gary Kennen

#8560 L

DATE: March 14, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Ross Island Bridge-S.E. 50th Avenue Section
Powell Boulevard
Refer to: HFO.6-OR

We agree there is an accident potential with the Powell Boulevard type, pedestrian refuge islands. We have temporarily resolved the problem with the addition of plastic marker posts.

A refuge is still necessary for pedestrian safety, particularly at nonsignalized intersections. The particular nose lights used are large and easily damaged and never activated because their power source is that of the new interconnected traffic signal system which has not been energized.

Installation of and activation of low-mounted nose lights will indicate the presence of the islands and remove obstructions that damage a vehicle.

City planning and engineering staff members support the concept of pedestrian refuge islands. The islands were developed as a mitigating measure for pedestrian access problems crossing Powell Boulevard. Removal of the islands would leave us with a pedestrian safety problem.

The project resident engineer who, in the course of his work, has spent much of his time crossing and recrossing Powell Boulevard on foot, supports use of the islands. He feels they do provide a significant level of safety in crossing a street that is 60 feet from curb to curb.

Other solutions, such as additional traffic signals or pedestrian overcrossings, are disruptive to traffic flow and costly.

There are instances where pedestrian refuge islands are appropriate. We will continue to work on improved designs. I believe your stated policy of "not participating" is unreasonable.

RNB:js jh bc: R. N. Bothman
E. S. Hunter

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-24(8)
Ross Island Bridge - 50th Avenue Sec
Powell Blvd.

Date: February 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

A recent inspection of this project by our Area Engineer showed that the pedestrian islands (copy attached) all show evidence of having been struck by vehicles. The original purpose was to provide refuge for pedestrians who had insufficient time to cross on one signal phase. The observation is that they provide little, if any, pedestrian security. Vehicles striking the islands are undoubtedly out of control for a period of time.

We believe these islands are detrimental to safe operations, contribute to property damage accidents and do not offer significant pedestrian security. It will be our policy to not participate in and to discourage this type of installation on future projects.

Alternative treatments are fully controlled medians with selective left turn lanes or completely unrestricted continuous left turn lanes. The existing island installations should be observed for future determination of removal cost-effectiveness.

G. L. Green

3/5 cep

Bothman R/O please - it may be that the islands are not struck when pedestrians are present - or maybe the facts are right?

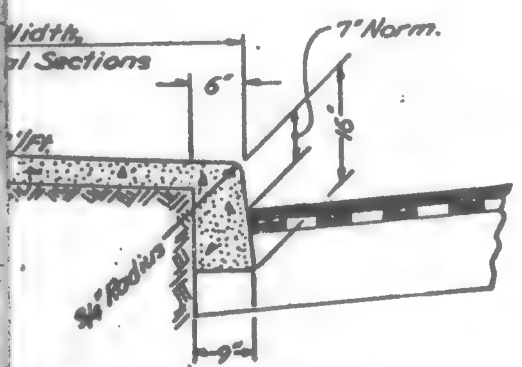
RECEIVED
STATE HWY ENGR
MAR 5 '80
REFER TO Geof Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R[illegible]SLAND BR.- S.E. 50TH AVE. (PORTLAND) SEC.
MT. HOOD HIGHWAY (S.E. POWELL BLVD.)
MULTNOMAH COUNTY

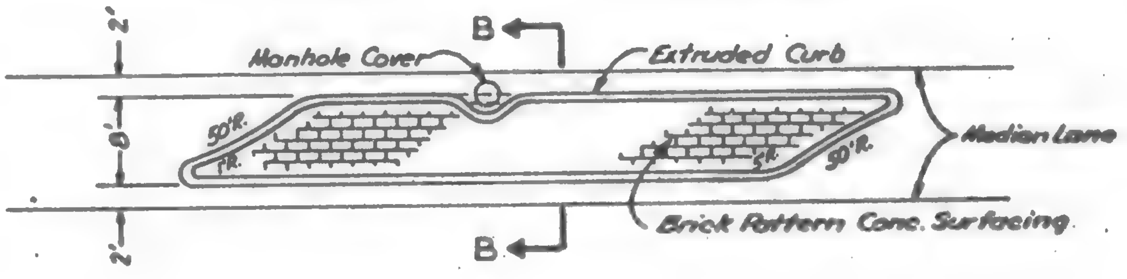
SHEET No. 2E-2

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-24(8)		See Index



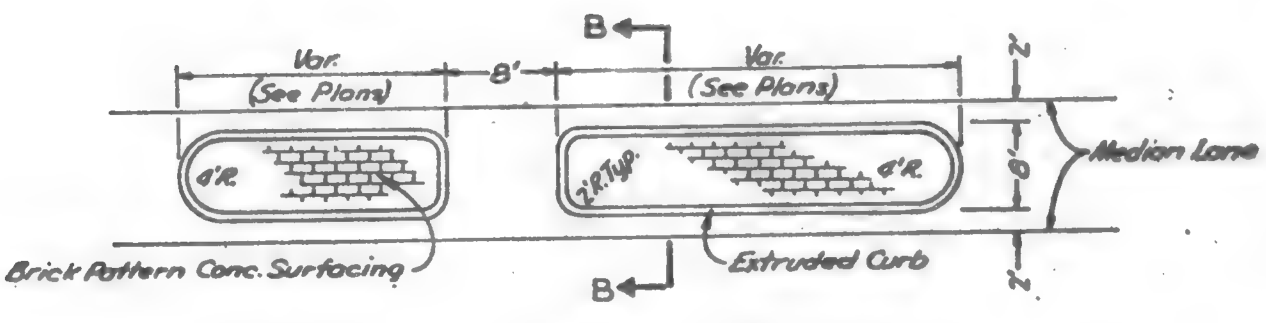
Width,
al Sections
7" Norm.
6"
16"
"/Ft.
3/4" Radius
9"

N P.C.C. CURB & WALK



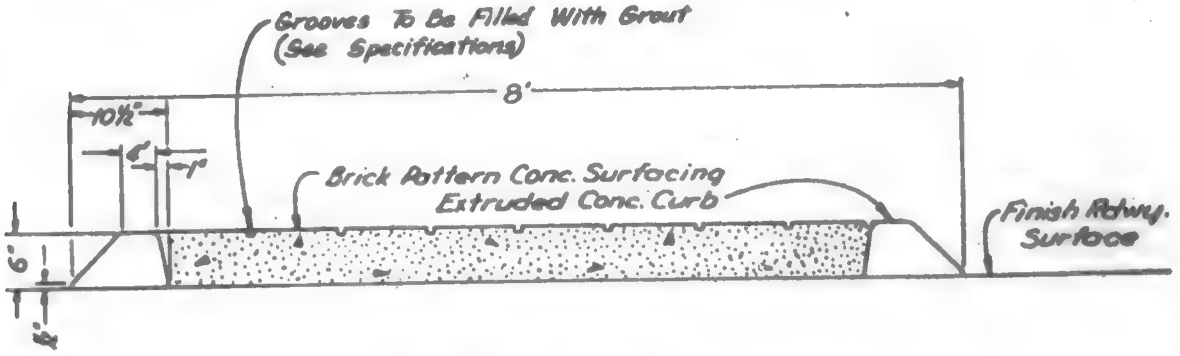
2'
8'
2'
B
B
Manhole Cover
Extruded Curb
50'R.
7'R.
7'R.
50'R.
Median Lane
Brick Pattern Conc. Surfacing

ISLAND AT STA. 92+90



B
B
Var.
(See Plans)
8'
Var.
(See Plans)
2'
8'
2'
4'R.
2'R.Typ.
4'R.
Median Lane
Brick Pattern Conc. Surfacing
Extruded Curb

(For Locations, See Plans)
ISLANDS AT PEDESTRIAN CROSSINGS



Grooves To Be Filled With Grout
(See Specifications)
8'
10½"
6"
1"
Brick Pattern Conc. Surfacing
Extruded Conc. Curb
Finish Rdwy. Surface
6"
8"

SECTION B-B
CONCRETE ISLANDS

L

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

LEG

RECEIVED
STATE HWY ENGR
MAR 13 '80
REFER TO

FOR
Info Inves R/D D/R Sign Act File

TO: MEMO TO FILE

DATE: March 13, 1980

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Possible Patent Infringement Litigation

Copy
Com 1
PRO 5-1
LEG 6

This letter is to document an outline of information involving possible patent infringement litigation on several State contract signal projects.

A concept of traffic adjusted data to continually vary system offset and timing parameters in order to produce the most efficient system traffic flow is being challenged as a possible patent infringement. Microprocessor software (Model 170 controllers) is being developed as a contract part of the Ross Island Bridge-52nd Avenue (Powell Boulevard) signal project. The original project specified a system operation such that probably only the TRAC Company, Inc., equipment usage could meet specified requirements. There is some doubt that any company had marketable equipment that would have met the specifications.

Based on our contractor's proposal, revised project specifications were issued under the authority of Section 104.02 of the Standard Specifications. The revised specifications resulted in a $12,000 savings for the State and will result in a signal system equal to or exceeding the system operation originally specified.

Patent infringement legal action is being threatened by the TRAC Company on the basis of similarities between the TRAC Company patented operation and the operation specified for the project.

Although there are broad, general system characteristics that may be common, the detailed operation and the methods used are different enough that it is the writer's opinion no areas of infringement exist.

Standard specifications require the contractor to hold the State harmless in the area of patent liability. The supplier of the processor software (Kubel Enterprises, Sacramento) has given the contractor a hold harmless letter.

The same possibility of patent litigation may exist on several other projects designed and specified two years ago. At that time, unknown to this office, the TRAC Company had patents pending on the so called "green wave" concept used in the TRAC Company's signal system software. System operation on several other State and City of Portland projects was specified during that time period that was modified to a degree that should prevent possible patent litigation. However, legal action is still being threatened. The Chief Counsel and his office have been briefed and kept current on this matter.

A representative of the TRAC Company, Mr. Paul Deputy, from Alexandria, Virginia, reviewed the Traffic Section files involving the revised project specifications. Copies of the revised specifications were given to Mr. Deputy.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

LEG:ds

cc: H. S. Coulter
J. L. Sollis
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. E. Bergstrom

8860

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-24(8)

STATE PROJECT NO.: see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80261

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
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FOR
Info Inves R/D D/R Sign Act File

3/3
ofg

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/21/80

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 50th Ave.

GENERAL DESCRIPTION OF WORK:

Revised Utility Cost

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/80 I approve the revised cost for the adjustment of the City of Portland's Bureau of Water Works facilities to a TEC of $117,502 with Federal participation limited to $99,876.

(SFO #1 Supplement #1) No additional obligation of funds required.

DATE: 2/21/80

SIGNATURE OF APPROVING OFFICIAL: G. K.

TITLE: for Division Administrator

FORM PR-1240 (REV. 5-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-066

88 60 B

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-24(7)
Ross Island Br - SE 52nd Avenue
File 49559

Date: February 19, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

Reference is made to our letter dated January 31, 1978, which notified you that the appraisals and review appraisal did not provide sufficient documentation for Federal participation in the acquisition of File 49559.

Our review of the revised appraisals and review appraisal submitted by Mr. Boyd's September 18, 1979, letter disclosed that they are now adequate to serve as a basis for Federal participation in the acquisition of the subject file.

GLGreen
G. L. Green

cc:
OSHD (E S Hunter)
(J B Boyd)
(D Luth)
(F Lowe)

RECEIVED
STATE HWY ENGR
FEB 26 '80
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FOR

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886

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No. ROW 18-4

February 13, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Water Facilities Adjustment
Bureau of Water Works
City of Portland
Ross Island Bridge-SE 50th Ave.
(Portland) Section
Mt. Hood Highway (SE Powell Blvd)
Multnomah County
Project No. IX-24(8)

Gentlemen:

Reference is made to my letter of September 27, 1978 which submitted an estimate of cost for the relocation of the Bureau of Water Works facilities in conflict with this project. Reference is also made to your PR-1240 dated October 16, 1978 which approved federal participation in the cost of the relocation of the Bureau's facilities.

The approved estimated cost of the relocation work is $113,060. The relocation work has been completed and final billing received from the Bureau of Water Works. The final cost of the relocation work is $117,502.02. This is an overrun of the approved estimated cost of $4,441.95 or 3.93%.

An audit of the Bureau's billings has revealed that material, equipment, pavement repair and engineering under-ran the original estimate. Labor and overhead overran the original estimate. Labor costs were estimated to be $55,493.08. Actual labor costs are $73,433.95 for an overrun of $17,940.87 or 32.33%. The overrun in labor costs can be attributed to the fact that the work had to be accomplished in an intermittent manner in cooperation with the contractor's operation. An accurate estimation of labor costs was almost impossible. A slight increase in labor rates also contributed to the cost overrun.

Your approval for federal participation in the total relocation cost of $117,502.02 is requested. The additional relocation cost will be covered by order for Force Work No. 1, Supplement No. 1.

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TECHNICAL SERVICES
FEB 14 '80
REFER TO
FOR
File
Act
Sign
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R/D
Invest
Info

Yours truly,

D. E. Swan
Operations Programming Engineer

DES/vlw

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Rich Evans

Form 734-3122

#760

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-24-(7)
Ross Island Bridge - SE 52nd Avenue
File 49578 (1-7640)
Ackerley Communications

Date: January 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR/510.4

To: Mr. H. S. Coulter, State Highway Engineer

The appraisal selected as representing just compensation in the amount of $66,500 is based primarily on a gross rent multiplier and an income approach. Attachment 1, Part V, of FHPM 7-2-12 provides for use of a gross rent multiplier when acquiring signs for the highway beautification program. The FHPM indicates the multiplier should be based upon reliable and current sales of rented signs. It is further indicated that the usual conditions of a fair market sale should be present and that all non-sign values should be deducted from the sales prices. Also, the sign should have similar expense and revenue producting characteristics to the sign being acquired.

Our review of the appraisals indicates that these conditions are not present and that the State's Appraisal is based upon interviews with owners and employees of sign companies with the specific assumption "It is assumed that the general and specific information provided by these sources is accurate and reliable." The State's appraisal, in analyzing the sign sales, clearly indicates that the information obtained was based upon interviews without any specific documentary evidence. The reported sign sales include, in some instances, purchase of equipment, industrial plant and business activities over and above the value of the real property involved.

In addition to the gross rent multiplier approach the appraisal includes an income approach. It appears that expense data was not available to the appraiser and has been estimated. While the gross income obviously includes income related to the business, the expense estimate does not include allowances for the cost of running the business nor the recapture of plant, etc. The capitalization rate of 15% which includes a return on investment and a recapture factor is without documentation.

Valuation of sign acquisitions based upon insufficient information could lead to setting a precedent for using a gross rent multiplier that is not supported. A settlement based upon these appraisals should be coded nonparticipating unless better documentation can be supplied to this office for review.

G. L. Green

cc:
OSHD (J B Boyd)
(D Luth)
(F Lowe)

RECEIVED
STATE HWY ENGR
JAN 31 '80
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FOR
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8860

2

CON 5
#8860

November 7, 1979

Carney, Probst & Cornelius
Attorneys at Law
410 Riviera Plaza
1618 S.W. First Avenue
Portland, OR 97201

Attention: Jerome B. Buckley, Jr.

Gentlemen:

As requested we are attaching a copy of the payment bond on Contract No. 8860 for the Ross Island Bridge-S.E. 50th Avenue Section (Portland) of the Mt. Hood Highway (Powell Boulevard) in Multnomah County.

There is no charge for this service.

Sincerely,

C. W. Head
COMMISSION SERVICES

Attachment

FKN:rls

CARNEY, PROBST & CORNELIUS
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S. W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE
221-0611
AREA CODE 503

RICHARD R. CARNEY
LEO R. PROBST
DARRELL L. CORNELIUS
LEO N. PROBST
JEROME B. BUCKLEY, JR.
JAMES D. CHU
EDWARD C. OLSON
PAUL C. HAYS

November 1, 1979

Fren
pls-do-
Cec

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: A.G.C. 701 Operating Engineers Trust Funds -
Conco Curb, Inc.

Gentlemen:

We would appreciate receiving a copy of the payment bond on the State Highway Division Contract No.8860 for the Ross Island Bridge - S.E. 50th Avenue Section (Portland) of the Mt. Hood Highway (Powell Boulevard) in Multnomah County which involves R. A. Hatch Co., general contractor. If there is any charge for receiving a copy of this payment bond please advise.

Very truly yours,

CARNEY, PROBST & CORNELIUS

Jerome B. Buckley, Jr.

JBB/djl

NOTED
R. J. HAGEK

RECEIVED
NOV 2 1979
HIGHWAY ACCOUNTING

#8860

November 1, 1979

CON 5
#8860

Sussman, Shank, Wapnick, Caplan & Stiles
Attorneys at Law
1111 American Bank Building
Portland, OR 97205

Attention: William N. Stiles

Gentlemen:

This will acknowledge receipt of your letter of October 24, 1979, with attached notice of claim on behalf of Masons Supply Company stating that R. A. Hatch Co. owes them for materials in the amount of $1,928.80 plus interest.

This appears to be in reference to the R. A. Hatch Co. Contract No. 8860, Ross Island Bridge-S.E. 50th Ave. (Portland) Section in Multnomah County.

The Employers Insurance of Wausau furnished the bond on this contract. We note that you have notified the Secretary of State, R. A. Hatch Company, his surety and agentyof this claim.

Please advise this office when your client's claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

11-1-79
noted on
card

SUS AN, SHANK, WAPNICK, CAPLAN & S ES
ATTORNEYS AT LAW
1111 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES
JOHN P. DAVENPORT
JEFFREY R. SPERE
RONALD A. SHELLAN
JOHN H. DURKHEIMER

AREA CODE 503
TELEPHONE
227-1111

October 24, 1979

Mr. C. W. Head
Manager and Ex-Officio
Clerk
State Highway Division
Department of Transportation
121 Transportation Building
Salem, OR 97310

Dear Mr. Head:

Re Contract No. 8860-Ross Island Bridge-SE 50th Avenue (Portland) Section on Mount Hood Highway

Enclosed for filing is Notice of Claim in the above matter. A duplicate original of this claim is being filed with the Secretary of State of Oregon.

Please acknowledge receipt of the Notice of Claim on the enclosed copy thereof and return the copy to us.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

William N. Stiles

William N. Stiles

WNS:km
Enclosure
bcc: R. H. Hatch Co.
Employer's Mutual Liabilities Insurance Company of Wisconsin
Employer's Insurance of Wausau
Masons Supply Company
Coroon & Black of Oregon

RECEIVED
OCT 30 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: STATE HIGHWAY DIVISION
Department of Transportation
State of Oregon

NOTICE IS HEREBY GIVEN that the undersigned Masons Supply Company has a claim for certain materials furnished by Masons Supply Company in the sum of $1,928.80 principal amount together with interest thereon at the statutory rate of 9% per annum from August 3, 1979 against the bond taken from R. A. Hatch Co., principal, and Employer's Mutual Liability Insurance Company of Wisconsin, now known as Employer's Insurance of Wausau, surety, for the work of the contract number 8860, Ross Island Bridge--SE 50th Avenue (Portland) Section on Mount Hood Highway.

MASONS SUPPLY COMPANY

By: ______________________
Title

c/o Sussman, Shank, Wapnick, Caplan & Stiles
1111 American Bank Building
621 SW Morrison
Portland, OR 97205

227-1111

RECEIVED
OCT 2 0 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8860

CON 5
#8860

October 15, 1979

Spears, Lubersky, Campbell & Bledsoe
Attorneys at Law
800 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

Attention: John M. Berman

Dear Mr. Berman:

This will acknowledge receipt of your letter of October 10, with attached Notice of Claim on behalf of Ross Island Sand & Gravel Company stating that R. A. Hatch Company owes them for concrete in the amount of $107,613.68 plus interest.

From the description given, this appears to be in connection with the R. A. Hatch Company Contract No. 8860 for work on the Ross Island Bridge-S.E. 50th Ave. (Portland) Section in Multnomah County.

The Employers Insurance of Wausau furnished the bond on this contract. We will advise them of the receipt of this claim.

The Secretary of States Office has informed us that this claim was filed in his office on October 11, 1979, and was assigned File No. 5387.

Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

NOTED ON CARD
RS 10-15-79

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE
(DEY, HAMPSON & NELSON)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
520 S. W. YAMHILL STREET
PORTLAND, OREGON 97204
TELECOPIER XEROX 410 (503) 224-0388
(503) 226-6151

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN R. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
KENNETH E. JERNSTEDT
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
MARK S. DODSON

NELSON D. ATKIN II
DAVID B. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
JOHN C. STEVASON
DON A. OLOWINSKI
ERIC H. CARLSON
MICHAEL J. LILLY
HAROLD C. POPE
ROBIN MARIE QUON
DONALD H. PYLE
BARRIE J. HERBOLD
JEFFREY C. WOLFSTONE
JAMES L. HILLER
LEE M. HESS
STEPHEN L. WILSON
ROBERT J VANDEN BOS
CRAIG D. BACHMAN
BARRY BENNETT

OUR FILE NO.

October 10, 1979

CERTIFIED-RETURN RECEIPT REQUESTED

R. A. Hatch Co.
c/o Lyman C. Johnson,
  Registered Agent
1026 N. W. Bond
Portland, Oregon 97701

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

File
#5387
10/11/79
Sec. of State

Re: Ross Island Sand & Gravel/LeRay Construction/Conco Curb

Dear Sirs and Madame:

Enclosed is a Notice of Claim of Ross Island Sand & Gravel Co. in connection with concrete supplied by it to LeRay Construction Co. and Conco Curb.

Very truly yours,

John M. Berman

RECEIVED
11 1979
COMM[illegible]ICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.
Employees Insurance of Warsaw
LeRay Construction
Conco Curb

October 10, 1979

R. A. Hatch Co.
c/o Lyman C. Johnson,
Registered Agent
1026 N. W. Bond
Portland, Oregon 97701

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned Ross Island Sand & Gravel Co. has a claim for concrete furnished by Ross Island Sand & Gravel Co. in the principal sum of $107,613.68 plus interest against the bond taken from R. A. Hatch Co. as principal and Employees Mutual Liability Insurance Company of Wisconsin, as surety, for the work of grading, paving, constructing, etc. on S. E. Powell Boulevard, Portland, Oregon, between the Ross Island Bridge and S. E. 50th Street, also identified as Contract No. 8860.

ROSS ISLAND SAND & GRAVEL CO.

By
John M. Berman, Its Agent
and Attorney

RECEIVED
OCT 11 1979
COM [illegible] VICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

2

OREGON LABORERS-EMPLOYERS TRUST FUNDS

2929 N.W. 31st AVENUE PORTLAND, OREGON 97210 (503) 224-0346

ADMINISTERED BY.
ASSOCIATED ADMINISTRATORS, INC.

HEALTH AND WELFARE TRUST FUND
EMPLOYER TRUSTEES
F. HASTIE, SECRETARY
H. DICK
W. SIVERS
KENNETH W. TWEDT
J. VAN LOM
EMPLOYEE TRUSTEES
N. VERMEER, CHAIRMAN
J. ABBOTT
E. VAN CLEAVE
H. HERZBERG
JAMES UPSHAW

PENSION TRUST FUND
EMPLOYER TRUSTEES
A. NORBRATEN, SECRETARY
RICHARD CRONN, SR.
F. HASTIE
KENNETH W. TWEDT
J. VAN LOM
EMPLOYEE TRUSTEES
N. VERMEER, CHAIRMAN
J. ABBOTT
C. ANDERSON
L. CLINTON
H. FRASIER

TRAINING TRUST FUND
EMPLOYER TRUSTEES
W. SIVERS, SECRETARY
R. ANDERSON
RICHARD CRONN, SR.
EMPLOYEE TRUSTEES
N. VERMEER, CHAIRMAN
J. ABBOTT
M. LOWERY

VACATION TRUST FUND
EMPLOYER TRUSTEES
W. SIVERS, SECRETARY
RICHARD CRONN, SR.
F. HASTIE
EMPLOYEE TRUSTEES
N. VERMEER, CHAIRMAN
J. ABBOTT
H. FRASIER

October 2, 1979

RECEIVED
OCT 11 1979
CONSTRUCTION
BRANCH
Kussey
Jackmond ✓
Hopkins
Williams
Johnson
Glenn
Richards
Berg
2 Inloes
Widmer
Gebauer
Church

Mr. Roger Rothrock
Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, Oregon 97201

RE: R. A. Hatch Co. ER #3249
& Conco Curb, Inc. ER #1624

#8860

Dear Mr. Rothrock:

It is my understanding that R. A. Hatch Co. has secured a bond with your company for a State of Oregon project located on Powell Blvd. A sub-contractor of R. A. Hatch Co., Conco Curb, Inc. has failed to pay fringe benefits on behalf of its' laborer employees performing work on that project, as detailed in the attached reports.

A representative of your company informed me that these benefits were covered by the bond.

Please review the report and contact me if you have any questions. Because of the importance of this matter, please send us a check by October 15, 1979, so we can process the amounts on behalf of the employees of Conco Curb, Inc.

Sincerely,

Fred A. Hughes mj
Fred A. Hughes
Trust Coordinator

FAH:mj

cc: R. A. Hatch Co.
Conco Curb, Inc.
M. Philmore; Reg. Engineer
State of Oregon

RECEIVED
OCT 5 1979
RESIDENT ENGR.
H. M. FILLMORE

NOTED
C. W. HEAD

OREGON LABORERS-EMPLOYERS TRUST FUNDS

1. Employer: Conco Curb
3834 S.E. Powell Blvd.
Portland, Or. 97222

Employer #1624

2. Period examined: February 1979 through August 11, 1979

3. Number of hours not reported by employer 3,678

4. Amounts due per attached schedule:

	Contributions	Liquidated Damages	Total
Health & Welfare	$ 3,724.27	$ 446.91	$ 4,171.18
Pension	4,207.14	504.86	4,712.00
Training	367.80	44.14	411.94
CIAF	183.92	33.06	216.98
Vacation	2,766.40	331.97	3,098.37
Total	$11,249.53	$1,360.94	12,610.47
		Union Dues	681.22
		Auditor's Fee	100.00
		Grand Total	$13,391.69

5. Comments:

I was engaged by the Oregon Laborers-Employers Trust Funds to examine the payroll records of the above-named company to determine whether the contributions made by this firm were as required by the Trust Agreements. The Trust Agreements require that contributions are to be made to the Trust Funds for each compensable hour by all employees engaged in the laborers trade and at the rate contained in the applicable Master Labor Agreement. My work in this regard consists basically in tabulating hours worked by each laborer employee and comparing these hours to those actually reported to the Trust Funds.

I believe that this report reasonably sets forth the employer's obligation to the Oregon Laborers-Employers Trust Funds.

Don Yerton
Don Yerton, Auditor

October 2, 1979

OREGON LABORERS - EMPLOYERS TRUST

SCHEDULE OF UNREPORTED HOURS AND DE
AMOUNT - PAYROLL EXAMINATION

Cinco Curb, Inc.
Employer #1624

		March	April	May	R/Chg
Stevenson, C.	Not available			20.0	
Kimmelman, S.	216-58-0117		2.0	94.5	
Gibson, R.	543-68-8859		1.5		
Knight, B.J.	544-52-9742		.5	203.0	
Dual, C.	573-20-3901		89.5		
Ekstrand, T.	545-92-2602			165.0	
[illegible], C.C.	543-64-1748			174.5	
Griffits, L.	543-60-4265			58.0	
Houck, P.A.	542-74-8070			215.0	
Kerr, M.	520-30-7554			56.0	
Oliver, L.B.	543-62-8664			200.0	
[illegible]	273-58-4274			100.0	
[illegible], G.L.	184-46-5152			196.0	
Paulson, C.S.	542-66-9279			56.0	
Wood, R.	541-86-7305	55.5			
Whatley, K.	574-58-3841				
Hamberger, D.	Not available				
Nicks, F.	539-52-4699			73.0	
	Total Deficiency Hours	55.5	93.5	1,611.0	

Contributions:		March	April	May	R/Chg
Health & Welfare	@ $ .95	$ 52.73	$ 88.83	$1,530.45	@ $1.0
Pension	@ 1.05	58.27	98.17	1,691.55	@ 1.2
Training	@ .10	5.55	9.35	161.10	@ .1
CIAF	@ .05	2.78	4.68	80.55	@ .0
Vacation	@ .70	38.85	65.45	1,127.70	@ .8
Sub-Total		158.18	266.48	4,591.35	
Liquidated Damages		23.65	36.42	549.36	
Total		$181.83	$302.90	$5,140.71	

OREGON LABORERS - EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PAYROLL EXAMINATION OF

Conco Curb, Inc.
Employer #1624

1979

April	May	R/Chg	June	July	August	Total
	20.0					20.0
2.0	94.5			168.5		265.0
1.5						1.5
.5	203.0		181.5	34.5		419.5
89.5						89.5
	165.0		130.5	132.0	63.0	490.5
	174.5		152.5	71.0		398.0
	58.0		151.5	139.5		349.0
	215.0		166.5	36.0		417.5
	56.0		25.5			81.5
	200.0		68.0			268.0
	100.0		36.0	69.0	63.0	268.0
	196.0		150.5	16.0		362.5
	56.0		16.0			72.0
						55.5
				24.0		24.0
				23.0		23.0
	73.0					73.0
93.5	1,611.0		1,078.5	713.5	126.0	3,678.0
$ 88.83	$1,530.45	@ $1.07	$1,153.99	$ 763.45	$134.82	$ 3,724.27
98.17	1,691.55	@ 1.23	1,326.56	877.61	154.98	4,207.14
9.35	161.10	@ .10	107.85	71.35	12.60	367.80
4.68	80.55	@ .05	53.93	35.68	6.30	183.92
65.45	1,127.70	@ .80	862.80	570.80	100.80	2,766.40
266.48	4,591.35		3,505.13	2,318.89	409.50	11,249.53
36.42	549.36		419.14	278.99	53.38	1,360.94
$302.90	$5,140.71		$3,924.27	$2,597.88	$462.88	$12,610.47

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-24(7)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. 71108

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-25-79

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
Ross Island Bridge - S.E. 52nd Avenue (Portland)

GENERAL DESCRIPTION OF WORK:
Program Change and Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 13, 1979, I approve the revised right of way costs to a TEC of $1,377,000 with Federal participation limited to $1,170,450. (Increase TEC $377,000 - Federal Funds $312,450) Advice dated September 25, 1979.

Also, as requested you are now authorized to proceed with the acquisition of files 50582, 50583, and 50584.

Federal participation is limited to that right of way actually incorporated into the final location.

DATE 9-25-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-812

September 18, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: 49559 (L-7645) - 1000 Realty
Ross Island Bridge-SE 52nd Ave.
Mt. Hood Highway
Multnomah County
FAP 1X-24(7)

Thank you for your letter of September 7, 1979 calling our attention to this matter.

A revised review based on before and after appraisals was completed on March 19, 1979. A copy of this review and appraisals should have been sent you. In any case, we are attaching copies of the review and revised and expanded appraisals.

This additional data will meet your original request, and allow you to participate.

JBB:ob
Attachment
bcc - Doug J. Luth
Frank Lowe
F. B. Klaboe
E. S. Hunter

RECEIVED
DOT DIRECTOR
SEP 20 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 7, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island - SE 52nd Avenue
File 49559

FROM : G. L. Green, Division Administrator

TO : ✓ Mr. H. S. Coulter, State Highway Engineer

A review of our records indicates that the State was advised on November 22, 1978, that Federal participation was withheld on the subject file because the review appraisal did not provide adequate documentation concerning selection of the Kolberg Appraisal as representing market value and the appraisal had not been done on a before and after basis in accordance with the State's approved right of way manual. These matters have been previously brought to the State's attention by my letters dated January 31, April 12, and August 28, 1978.

Right of Way Manager Boyd's letter of February 22, 1979, indicated that the documentation required had not been completed on this file and that the State was reminding the Regional Office of the necessity to secure revised appraisals as soon as possible. Our files do not show any subsequent action and therefore any settlement on this file remains in a nonparticipating status. We will be happy to review our position upon submission of information concerning the required before and after appraisals and adequate documentation from the review appraiser.

G L Green
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (D Luth)
OSHD (F Lowe)

RECEIVED
STATE HWY ENGR
SEP 10 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-11
cy

R

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 30, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: "STOP" Sign Removal
Mt. Hood Highway at
S.E. 8th Avenue, Portland

Due to recent reconstruction on the subject highway (Ross Island Bridge - S.E. 50th Avenue, Portland Section) it has become evident after field investigation that to expedite traffic flow and without reduction to the safety of the motoring public, it is necessary to remove the existing "STOP" sign facing southbound S.E. 8th Avenue traffic at the approach to S.E. Powell Boulevard. This traffic has been provided with an acceleration lane and are required to make only the right turn north to west.

Pursuant to delegation Order Number 23 Item 19, your approval to remove this "STOP" sign is requested.

LE George
L. E. George
Traffic Engineer

GLC:kr
cc: Ed Hardt

RECEIVED
STATE HWY ENGR
AUG 31 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

APPROVED
H Coulter
STATE HIGHWAY ENGINEER
DATE: 8/31/79

8/31
cy file
Hardt-TAX
[illegible]

8 860

ENV 6-5

July 29, 1979

Department of Environmental Quality
Air Quality Control Division
1234 S.W. Morrison St.
Portland, Oregon 97205

ATTN: Program Development Section

SUBJECT: Ross Island Bridge-52nd Ave. Section
Indirect Source Permit
AQ Highway File No. 26-6029
Date of Issuance July 29, 1977

Gentlemen:

We are submitting an interim Construction Progress Report, as required by item #2, of the subject permit. As of this date our construction work has progressed to the point of 75% of completion.

This construction project was awarded on December 19, 1978. The current estimated completion date is May, 1980.

This is an existing highway route that has been in continuous operation for many years and will remain so.

Very truly yours,

D. E. Swan
Operation Programming Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

DES:fkc

cc: Gary Potter

8860

July 27, 1979

William J. Keys
Attorney at Law
522 S.W. 5th Avenue
Portland, OR 97204

Dear Mr. Keys:

Thank you for your Notice of July 24, 1979, on behalf of Western Concrete Pumping, Inc., informing us that their claim in the amount of $1,144.87 against Ross Bros. Construction, Inc., has been paid in full.

You state this is in reference to the R. A. Hatch Co. Contract No. 8860, Ross Island Bridge-S.E. 50th Avenue (Portland) Section of the Mt. Hood Highway (Powell Boulevard) in Multnomah County.

We will note this information in our records and we will advise the surety and prime contractor.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc
Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

NOTED ON CARD
7-27-79
dda

NOTICE

TO: Oregon State Highway Division, Salem, Oregon
Raymond A. Phelps, Jr., Office of Secretary of State, State of Oregon, 141 State Capitol, Salem, Oregon (Filing Number 5369)
R. A. Hatch Co., Lyman C. Johnson, Registered Agent, 1026 N. W. Bond Street, Bend, Oregon 97701
Ross Bros. Construction, Inc. 3501 Brooklake Road North, Salem, Oregon 97303

Re: State Contract No. 8860
County: Multnomah
Highway: Mt. Hood (Powell Blvd)
Section: Ross Island Br - S. E. 50th Ave (Portland)
Kind of Work: Grade, Pave, Struc., Sign., Illum. & Sig

You are hereby notifed that the Notice by Western Concrete Pumping, Inc., dated July 11, 1979, in regard to the above matter, which notice was filed pursuant to Or. Rev. Stat. §279.528 et seq. is hereby withdrawn. The amount claimed thereunder due by Ross Bros. Construction, Inc., in the sum of $1,144.87 has been paid in full; and no claim will be filed against said bond.

Dated this 24th day of July, 1979.

William J. Keys, Attorney for
Western Concrete Pumping, Inc.

RECEIVED
JUL 25 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

KISSLING & KEYS
A PROFESSIONAL CORPORATION / ATTORNEYS AT LAW
1025 YEON BUILDING
522 S.W. 5TH AVENUE
PORTLAND, OREGON 97204

RECEIVED
JUL 26 1979
LEGAL

PORTLAND, OR 972
1 PM
24 JUL
1979

Oregon State Highway Division
Salem, Oregon

~~ADDRESS CORRECTION REQUESTED~~

EYS AT LAW

RECEIVED
JUL [illegible] 1979
LEGAL

PORTLAND, OR 972
1 PM
24 JUL
1979

Architecture USA 15c

Oregon State Highway Division
Salem, Oregon

ESTED

8860

2b

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

July 25, 1979

J. H. Versteeg
Road Design Engineer

Files 50582, 50583, & 50584
Ross Island Bridge-S.E. 52nd Avenue Sec.
Mt. Hood Highway
Multnomah County

Attached are three files' descriptions, an authorization, prints, and correspondence for the subject parking lots.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

8×6

5369

ROBERT W. STRAUS

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

July 24, 1979

FILED
JUL 25 1979
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JUL 25 1979
NORMA PAULUS
SECRETARY OF STATE

Kissling & Keys
Attorneys at Law
522 S.W. 5th Avenue
Portland, OR 97204

Gentlemen:

This will acknowledge receipt of Western Concrete Pumping, Inc.'s claim dated July 11, 1979; for labor and equipment in the amount of $1,144.87 against Ross Bros. Construction, Inc., subcontractor.

This appears to be in connection with the R. A. Hatch Co. Contract No. 8860 for work on the Ross Island Bridge-S.E. 50th Avenue (Portland) Section in Multnomah County.

The Employers Mutual Liability Insurance Company of Wisconsin, through Corroon & Black of Oregon, furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-17-79

CWH:da

NOTED
C. W. HEAD

cc R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

RECEIVED
JUL 31 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 731-0027

NOTICE

TO: Oregon State Highway Division
Secretary of State of Oregon
R. A. Hatch Co.
Ross Bros. Construction, Inc.

RE: State Contract No. 8860
County: Multnomah
Highway: Mt. Hood (Powell Blvd)
Section: Ross Island Br. - SE 50th Ave. (Portland)
Kind of Work: Grade, Pave, Struc., Sign., Illum. & Sig

Notice is hereby given, pursuant to Or. Rev. Stat. §279.528 et seq that the undersigned, WESTERN CONCRETE PUMPING, INC. has a claim for labor and equipment furnished (see attached invoices marked A1, A2, A3, and A4, included by reference herein), based upon the supplying of a concrete pumping rig and its operator, in the sum of $1,144.87 against ROSS BROS. CONSTRUCTION, INC., 3501 Brooklake Road N.E., Salem, Oregon 97303; a sub-contractor of R. A. Hatch Co. to be made against the bond taken from R. A. Hatch Co. for the work above referenced.

Further, pursuant to Or. Rev. Stat. §82.010 (1)(a), the amounts are to bear interest at six percent (6%) per annum from thirty (30) days from the date of the invoice. Further, pursuant to the written contract between the parties appearing on the invoices of Western Concrete Pumping, a claim will be made for attorney's fees in the sum of $800.00 and court costs against the bond in the event that an action is instituted to collect the sums due.

DATED this 11 day of July, 1979.

WESTERN CONCRETE PUMPING, INC.

by: William A. Pastor V.P
William A. Pastor, Vice-President

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

7-16
cy Otto
to
Construc

RECEIVED
JUL 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON

INVOICE

A1

WASHINGTON

Western CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

No. [illegible]

DATE May 23 19

SOLD TO

Ross Brothers Construction Co.
3501 Brooklake Rd.
Salem, Oregon 97309

OPERATOR Ken 20

JOB ADDRESS

9th & Powell

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-23		3 hr min	@ 60.00	180.00
		Travel		35.00
		Slurry		7.00
		18½ yds	@ 1.25	23.12
			TOTAL	245.12

Western CONCRETE PUMPING

P.O. BOX 23415 TIGARD, OREGON 97223

Date

PUMP 20 Concrete

Operator Ken

Account of Ross Bros

Address 9th & Powell

Job No.

Left Shop 9:00 a.m. p.m. Arrived Jo

Set Up 10:00 a.m. p.m. Contract

Job Started 10:00 a.m. p.m. Job finish

Left Job 11:45 a.m. p.m. Arrived C

Move In 35 — Rate/hr. 60

All 100 ft. Booms 4 hr. min.

RESPONSIBILITIES OF CUSTOMER

NOTICE AND WAIVER

ACCEPTED AND

3501 Brooklake Rd.
Salem, Oregon 97309

JOB ADDRESS
9th & Powell

DATE	YOUR ORDER NO	DESCRIPTION		AMOUNT
5-23		3 hr min	@ 60.00	180.00
		Travel		35.00
		Slurry		7.00
		18½ yds	@ 1.25	23.12
			TOTAL	245.12

Western CONCRETE PUMPING INC.

P.O. BOX 23415 TIGARD, OREGON 97223 639 5222

Date 5- 19 79
PUMP 20 Concrete 8T 18½
Operator [illegible]
Account of Ross Bros
Address 9th & Powell
Job No.

Left Shop 9:00	a.m. p.m.	Arrived Job 9:30	a.m. p.m.
Set Up 10:00	a.m. p.m.	Contractor Ready 10:00	a.m. p.m.
Job Started 10:00	a.m. p.m.	Job finished 11:30	a.m. p.m.
Left Job 11:45	a.m. p.m.	Arrived Shop 12:45	a.m. p.m.

Move In 35.— Rate/hr. 60
All 100 ft. Booms 4 hr. min. 3 hr min

RESPONSIBILITIES OF CUSTOMER

A [illegible]
B [illegible]
C [illegible]
D [illegible]
E [illegible]
F [illegible] Acts of God, adverse weather and other causes beyond the reasonable control of pumper.
G NOTICE AND WAIVER [illegible]
H [illegible]

[illegible]

ACCEPTED AND AUTHORIZED BY R. Humbel NO.

A2

OREGON

INVOICE

WASHINGTON

Western

CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

№ 7550

DATE 5-17 19 79

OPERATOR Ken 20

JOB ADDRESS

9th & Powell

SOLD TO Ross Bros. Const. Inc.

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-17		3½ hrs.	@ 60.00	210.00
		travel		35.00
		slurry		7.00
		28 yds.	@ 1.25	35.00
			TOTAL	287.00

Western

CONCRETE PUMPING

P.O BOX 23415 TIGARD, OREGON 97223

Date 5-1

PUMP 20 Concrete

Operator Ken

Account of Ross Bros

Address 9th & Powell

Job No

Left Shop 9:00 a m p m Arrived Job

Set Up 10:00 a m p m Contractor Re

Job Started 10:00 a m p m Job finished

Left Job 1:45 a m p m Arrived Shop

Move In 35.— Rate/hr. 60.—

All 100 ft. Booms 4 hr. min. 3½ hrs

RESPONSIBILITIES OF CUSTOMER

A [illegible]

B [illegible]

C [illegible]

D [illegible] 24 hour notice of change of schedule to pumper

E [illegible] above 3rd floor

F [illegible] Responsibilities of Customer [illegible] pumping equipment [illegible] damage to asphalt [illegible] strikes, lockouts, acts of God, adverse weat[illegible] reasonable control of pumper

G NOTICE AND WAIVER. Back charges, exceptions and claims shall be deemed wa[illegible] writing to pumper within three (3) business days after receipt of services.

H There shall be no deduction, offset [illegible] charge against [illegible] due for failure [illegible] Lessor [illegible] commercial damages nor for injuries to persons or property. The foregoing sha[illegible] remedy

I agree that all charges for rental, damage, and that all collection fees, attorney [illegible] involved in the collection of these charges will be borne by me in the event of [illegible] incurred

ACCEPTED AND AUTHORIZED BY Jeffrey Phillips

NO

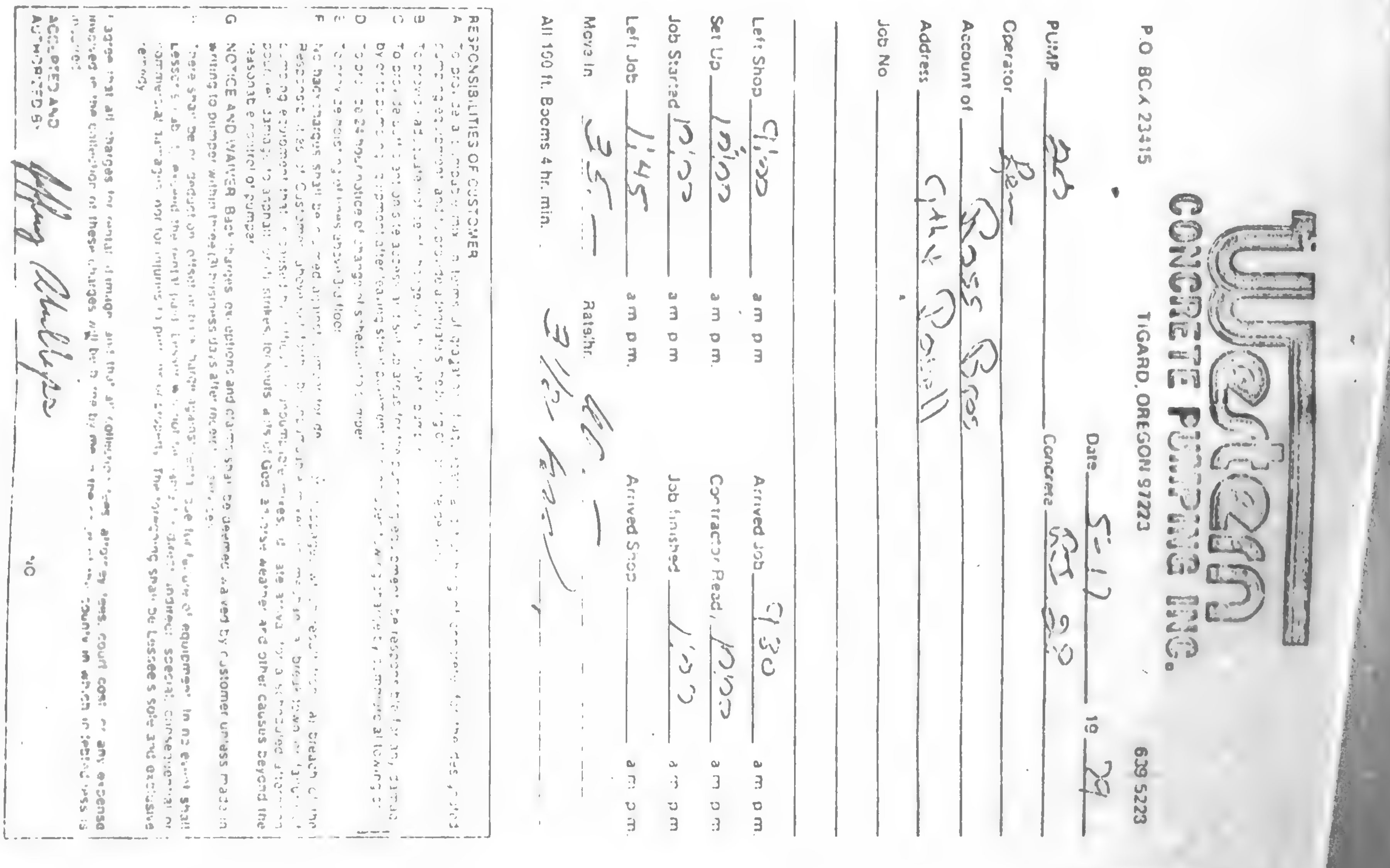
SOLD TO Ross Bros. Const. Inc.

OPERATOR Ken 20

JOB ADDRESS

9th & Powell

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-17		3½ hrs.	@ 60.00	210.00
		travel		35.00
		slurry		7.00
		28 yds.	@ 1.25	35.00
			TOTAL	287.00



Western CONCRETE PUMPING INC.

P.O. BOX 23415 TIGARD, OREGON 97223 639 5223

Date 5-17 19 79

Concrete [illegible]

PUMP 20

Operator Ken

Account of Ross Bros

Address 9th & Powell

Job No

Left Shop 9:00 am pm Arrived Job 9:30 am pm

Set Up 10:00 am pm Contractor Read. 10:00 am pm

Job Started 10:00 am pm Job finished 1:00 am pm

Left Job 1:45 am pm Arrived Shop am pm

Move In 35.— Rate/hr. 60.— 3½ hrs.

All 100 ft. Booms 4 hr. min.

RESPONSIBILITIES OF CUSTOMER

ACCEPTED AND AUTHORIZED BY

VOICE

OREGON

WASHINGTON

A3

Nº 7511

Western
CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

DATE 5-4 19 79

OPERATOR Larry 15

JOB ADDRESS

9th & Powell

SOLD TO

Ross Bros. Const. Co.
3501 Brooklake Rd.
Salem, Ore. 97309

DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
5-4		3 hrs. min @ 60.00	180.00
		Travel	35.00
		Slurry	7.00
		15 yds. @ 1.25	18.75
		NOTE ~~YOU WERE NOT CHARGE FOR THE 105 ft. boem~~	240.75
		TOTAL	

Western
CONCRETE PUMPING IN

P.O. BOX 23415 TIGARD, OREGON 97223

Date May

PUMP 6 - 15 Concrete Ross

Operator L C Greta

Account of Ross Broth.

Address 9th & Powell

Job No.

Left Shop 10:00 a.m. p.m. Arrived Job

Set Up 11:00 a.m. p.m. Contractor Ready

Job Started 11:00 a.m. p.m. Job finished

Left Job 12:45 a.m. p.m. Arrived Shop

Move In Rate/hr.

All 100 ft. Booms 4 hr. min. 15 cu.

3 hrs

RESPONSIBILITIES OF CUSTOMER

A To provide a pumpable mix [illegible] aggregate [illegible] pumping equipment and to provide adequate [illegible]

B To provide [illegible] change [illegible] pumper

C To provide sufficient on site access [illegible] for the pumping equipment [illegible] pumping equipment after [illegible]

D To provide 24 hour notice of change [illegible] pumper

E To provide hoisting of lines above 3rd floor

F No backcharges shall be claimed against pumper [illegible] Responsibilities of Customer above set forth [illegible] pumping equipment that is caused [illegible] damage to asphalt [illegible] acts of God [illegible] weather [illegible] reasonable control of pumper

G NOTICE AND WAIVER Backcharges, exceptions and claims shall be deemed waived [illegible] writing to pumper within three (3) business days after receipt of services

H There shall be no deduction, offset or backcharge against rental [illegible] Lessor's liability exceed the rental [illegible] be liable [illegible] commercial damages nor for injuries to persons or property. The foregoing [illegible] remedy

I agree that all charges for [illegible] damage and that all collection fees, attorney [illegible] involved in the [illegible] of these charges will be borne by [illegible] the [illegible] incurred

ACCEPTED AND AUTHORIZED BY Bill

NO

DATE 5-4 19 79

SOLD TO
Ross Bros. Const. Co.
3501 Brooklake Rd.
Salem, Ore. 97309

OPERATOR Larry 15

JOB ADDRESS
9th & Powell

DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
5-4		3 hrs. min @ 60.00	180.00
		Travel	35.00
		Slurry	7.00
		15 yds. @ 1.25	18.75
		NOTE YOU WERE-NOT-CHARGE FOR THE 105 ft. boem	
			240.75
		TOTAL	

WESTERN CONCRETE PUMPING INC.

P.O. BOX 23415 TIGARD, OREGON 97223 639-5228

Date May 4 19 79

PUMP 63-15 Concrete Ross 15L

Operator L C Geetz

Account of Ross Broth.

Address 9th + Powell

Job No.

Left Shop 10:00 [✓ a.m.] p.m

Arrived Job 10:30 [✓ a.m.] p.m.

Set Up 11:00 [✓ a.m.] p.m

Contractor Ready 11:20 [✓ a.m.] p.m.

Job Started 11:20 [✓ a.m.] p.m

Job Finished 12:15 a.m. [✓ p.m.]

Left Job 12:45 a.m. [✓ p.m.]

Arrived Shop a.m. p.m.

Move In Rate/hr.

All 100 ft. Booms 4 hr. min. 15 Cu. yards

3 hrs

RESPONSIBILITIES OF CUSTOMER

A To provide a pumpable mix in terms of [illegible] aggregate and batching of concrete for the designated pumping equipment and to provide adequate [illegible] [illegible]
B To provide adequate notice of change [illegible] to pumper
C To provide sufficient on site access [illegible] for the pumping equipment [illegible] responsible for any damage by or to pumping equipment after [illegible] commit [illegible] allowing [illegible]
D To provide 24 hour notice of change [illegible] to pumper
E To provide hoisting of lines above 3rd floor
F No backcharges shall be claimed against pumper [illegible] which result from [illegible] breach of the Responsibilities of Customer above set forth [illegible] mechanical breakdown or failure of pumping equipment that is caused [illegible] [illegible] damage to asphalt or [illegible] Act of God [illegible] weather and other causes beyond the reasonable control of pumper
G NOTICE AND WAIVER Backcharges exceptions and claims shall be deemed waived by customer unless made in writing to pumper within three (3) business days after receipt of [illegible]
H There shall be no deduction offset or [illegible] rental [illegible] In no event shall Lessor's liability exceed the rental [illegible] be liable for direct, indirect, special, consequential or commercial damages nor for injuries to persons or property. The [illegible] sole and exclusive remedy

I agree that all charges for [illegible] damage and that all collection fees, attorney fees, court cost, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

ACCEPTED AND AUTHORIZED BY Bill

NO

INVOICE

OREGON

WASHINGTON

A4

Western

CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

DATE April 11 19 79

OPERATOR Bob 25

JOB ADDRESS S.E. 9th & Powell

SOLD TO

Ross Bros. Constr. Co.
3501 Brooklake Rd.
Salem, Oregon 97309

DATE	YOUR ORDER NO	DESCRIPTION		AMOUNT
4-11		4 hr min	@ 70.00	280.00
		Travel		35.00
		Slurry		7.00
		40 yds	@ 1.25	50.00
			TOTAL	372.00

Western

CONCRETE PUMPING INC

P.O. BOX 23415

TIGARD, OREGON 97223

Date 4-11

PUMP W-25

Concrete Ross

Operator Bob

Account of Ross Bros

Address SE 9TH and Powell

Job No

Left Shop 7:00 a.m. p.m.

Set Up 7:45 a.m. p.m.

Job Started 7:00 a.m. p.m.

Left Job 12:00 a.m. p.m.

Move In 35.— Rate/hr 70.—

All 100 ft. Booms 4 hr. min 4 hr min

Arrived Job 7

Contractor Read.

Job Finished 11

Arrived Shop

RESPONSIBILITIES OF CUSTOMER

A [illegible]

B [illegible]

C [illegible]

D [illegible]

E To provide hoisting of lines above [illegible]

F No backcharges shall be [illegible]

G NOTICE AND WAIVER [illegible] within three (3) business days after receipt of service.

H There shall be no deduction, offset or [illegible] against rental due for failure [illegible]

I agree that all charges for rental, [illegible] and that all collection fees [illegible] involved in the collection of these charges will be borne by me in the [illegible] incurred.

ACCEPTED AND AUTHORIZED BY Paul C Wolf

SOLD TO

3501 Brooklake Rd.
Salem, Oregon 97309

OPERATOR

JOB ADDRESS
S.E. 9th & Powell

DATE	YOUR ORDER NO	DESCRIPTION		AMOUNT
4-11		4 hr min	@ 70.00	280.00
		Travel		35.00
		Slurry		7.00
		40 yds	@ 1.25	50.00
			TOTAL	372.00

✓

Western
CONCRETE PUMPING INC. 46

P.O. BOX 23416 TIGARD, OREGON 97223 639 5228

Date 4-11 1979

PUMP W-25 Concrete Ross I

Operator Pete

Account of Ross Bros

Address SE 9TH and Powell

Job No

Left Shop 7:00 a.m. p.m. Arrived Job 7:35 a.m. p.m.

Set Up 7:40 a.m. p.m. Contractor Ready 8:00 a.m. p.m.

Job Started 8:00 a.m. p.m. Job finished 11:15 a.m. p.m.

Left Job 12:10 a.m. p.m. Arrived Shop a.m. p.m.

Move In 35.— Rate/hr 70.—

All 100 ft. Booms 4 hr. min. 4 hr min

RESPONSIBILITIES OF CUSTOMER

A [illegible] pumping equipment and to provide [illegible]

B To provide adequate notice of change [illegible]

C To provide sufficient [illegible]

D To provide 24 hour notice of change [illegible]

E To provide hoisting of lines above [illegible]

F No backcharges shall be [illegible] against pumper for delays [illegible] breach of the Responsibilities of Customer [illegible] breakdown or failure of pumping equipment [illegible] scheduled afternoon [illegible] causes beyond the reasonable control of pumper.

G NOTICE AND WAIVER [illegible] unless made in writing to pumper within three (3) business days after receipt of [illegible]

H There shall be no deduction, offset or backcharge against rental due for failure of equipment. In no event shall Lessor's liability extend [illegible] special, consequential or commercial damages [illegible] sole and exclusive remedy.

I agree that all charges for rental [illegible] collection fees [illegible] or any expense involved in the collection of these charges will be borne by me in the [illegible] which indebtedness is incurred.

ACCEPTED AND AUTHORIZED BY Paul C. Wil[illegible]

KISSLING & KEYS
A PROFESSIONAL CORPORATION / ATTORNEYS AT LAW
1025 YEON BUILDING
522 S.W. 5TH AVENUE
PORTLAND, OREGON 97204

EUGENE O'NEILL
ONE DOLLAR
UNITED STATES
PLAYWRIGHTS

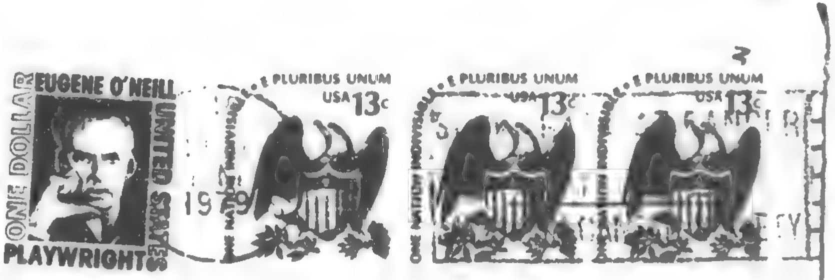
CERTIFIED MAIL - RETURN RECE

Oregon State Highway Divisio
Salem, Oregon

#8558
#8798

CERTIFIED
No. 308107
MAIL

~~ADDRESS CORRECTION REQUESTED~~


EUGENE O'NEILL
ONE DOLLAR
UNITED STATES
PLAYWRIGHTS
E PLURIBUS UNUM
USA 13c
E PLURIBUS UNUM
USA 13c
E PLURIBUS UNUM
USA 13c
1979

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Oregon State Highway Division
Salem, Oregon

#8558
#8798
#8860

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 13, 1979

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge - SE 52nd Avenue-
Powell Blvd. Multnomah County

FROM G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Richard C. Cowdery
Director of Office of Envir. & Design

Included is pertinent data concerning the inquiry concerning a possible Historical Building existing within the limits of the Powell Blvd. project known as Portland Stable No. 2.

The State Historic Preservation Office has determined that the stable is not eligible for inclusion in the National Register. (See letter of June 6, 1979.)

This office has reviewed the data and inspected the building and concur in the opinion of the SHP Office.

This data is furnished for your information.

Original Signed By
E. J. VALACH
Project Development
Engineer

G. L. Green

attachments

cc:
OSHD (E S Hunter)
OSHD (G Potter)
SHPO (D. W. Powers)
Washington D.C. Attn: Dave Bender w/attachments
Room 3232 HEV-11

RECEIVED
TECHNICAL SERVICES

JUN 14 '79

REFER TO

FOR

Info	[illegible]	[illegible]	[illegible]	[illegible]	Act	File

8860

Vic Atiyeh

June 11, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Ross Island Bridge-S.E. 52nd Avenue
Powell Boulevard
Multnomah County, Oregon

The attached correspondence from the State Historic Preservation Office is self-explanatory. The State Historic Preservation Office has, after extensive coordination, rendered the opinion that the Portland Stable No. 2 is not eligible for the National Register.

This information should allow you to answer recent inquiries from your Washington, D.C. offices. You might also note that this Division will proceed to supply the photographs and measured drawing that the State Historic Preservation Office requested.

If I can supply other information, please let me know.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachment

bc H. S. Coulter (enc.)
R. N. Bothman "
J. B. Boyd "
Gary Potter "
Dave Talbot

GAP:brl ja

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

June 6, 1979

Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, OR 97310

Dear Gary:

On May 9th, you forwarded to David Talbot a memo of April 27th from G.L. Green, Oregon Division Administrator, Federal Highway Administration, requesting a current opinion from the State Historic Preservation Office as to whether Portland Stable No. 2 on Powell Boulevard at SE Eleventh is eligible for listing in the National Register of Historic Places. Mr. Talbot has assigned the memo to me for action.

Pursuant to the request, we presented the matter to the State Advisory Committee on Historic Preservation for consideration at their scheduled meeting on May 24th. In the course of their discussion, Committee members noted several other remaining stable buildings in Portland. Some of these--in the opinion of Committee members--are of greater architectural and historical significance than Stable No. 2. An advisory motion that Stable No. 2 does not meet Register criteria failed. A second advisory motion that the stable does meet Register criteria also failed. A recommendation that the building be adequately photo-recorded prior to demolition passed unanimously.

The Portland Historical Landmarks Commission also reviewed Stable No. 2 at their February 14th meeting. In the course of discussion, the Commission felt that it would be inappropriate to reverse their original opinion that the stable is not eligible as a Portland Historical Landmark. The Commission unanimously voted a resolution that they be kept informed.

Finally, the SHPO staff has reviewed all pertinent correspondence and has viewed the property. In our opinion, Portland Stable No. 2 is not eligible for inclusion in the National Register. This determination is reached because other examples of stable buildings are known to exist in Portland, because certain other examples more distinctively embody the characteristics of the stable building type, because Stable No. 2 is distinctive neither as a work of architecture nor as an example of its method of construction, and because no significant historical events are known to have occurred there.

Should the Federal Highway Administration not concur with our opinion, a determination of eligibility should be sought from the Secretary of the Interior pursuant to 36 CFR 63.2. Not withstanding our findings in regard to eligibility, the stable is of some historic interest. Therefore, we request that the building be photo-recorded prior to demolition and that a copy of measured drawing reporting to exist in City records be forwarded to us. Please contact me at 378-5002 if questions arise.

Sincerely,

David Powers

D.W. Powers III
Manager

DWP:ko

cc: David Talbot
SACHP
Leo Williams
Brit Storey
Al Staehli
G.L. Green

R-2/5

~~Form~~ FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~The~~ Oregon Division - Salem

Pete
~~[illegible]~~
please prepare Rough draft for my signature.

DATE: April 27, 1979

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge-S.E. 52nd Ave.
Powell Blvd.
Multnomah County

FROM : G. L. Green, Division Administrator

NOTED
. S. HUNTER

TO : Mr. E. S. Hunter, State Highway Engineer

We have had a number of inquiries from our Washington, D. C. Department of Transportation and Federal Highway Administration offices concerning a possible Historical Building existing within the limits of the Powell Blvd. project.

Our project records show that the State Historic Preservation Office furnished clearance for the project on October 15, 1976. However, correspondence from a private citizen in January and February of 1979 has questioned this decision and indicates that a building owned by the City of Portland at S. E. Eleventh Ave. and Powell Blvd. known as Stable No. 2 is possibly eligible for listing in the National Register.

To permit our review and an answer to our Washington office, please obtain a written statement from the State Historic Preservation Office on the status of the building in question.

for [illegible] Valach
G. L. Green

cc:
OSHD (G Potter)

RECEIVED
ENVIRONMENTAL SECTION
MAY 1 1979

Referred to
Manager ....
Proj. Coord. .... Res. Coord. ....
Eng. Coord. .... Adm. Asst. ....
Sec. .... File ....

RECEIVED
TECHNICAL SERVICES
APR 3[illegible] 79
REFERRED TO
Potter
FOR

Info	[illegible]	[illegible]D	[illegible]/R	[illegible]m	Act	File
		X				

8260

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 11, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island Bridge - SE 52nd Ave Section
49548 Archer (L-[illegible]7637)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's February 22, 1979, letter advised that the State has secured before and after appraisals as a basis for Federal participation. The date of the State's review appraisal is January 25, 1979. A reading of the State's file indicates it is highly probable that a legal settlement had been consummated before the review had been completed. We are not aware of the reasons why ordering the before and after appraisals were delayed for such a long period of time. This matter was brought to the State's attention by letters on three different occasions starting as early as January 31, 1978. In order to protect the property owner as well as the State and FHWA, before and after appraisals should be secured at an early stage of the acquisition process when required by the State Right of Way manual.

We have reviewed the legal settlement of $150,000 which substantially exceeds the State's review appraisal of $127,500. Federal participation is limited to the review appraisal of $127,500 for the following reasons:

1. The State's Attorney as part justification of the settlement indicates that the Oregon Court has not specifically ruled on certain items (Category III and IV) and it is open to question as to whether or not the State would be required to purchase the items. A review of Category III and IV indicates that the principal value involves gasoline dispensing pumps. This office has been consistently advised by the State that such items are personal property and that there are State court cases concerning this matter.

2. Though not clearly stated in the legal justification of the settlement it is apparent from the judgment that the owner and his tenant may retain ownership of all items of fixtures including those located in the area being acquired. There does not appear to be any deduction for salvage value and therefore the settlement appears greater than $150,000.

3. It is not clear if the signs included in the review appraisal were acquired by the State or retained by the owner? Concerning the "Regal" $12,732 sign, which is excluded from the review appraisal but included in the attorney's justification, is this an on-premise sign or was it an outdoor advertising sign with a State permit?

If additional information can be provided we will be happy to review our position on Federal participation.

G L Green

G. L. Green

cc:
OSHD (J B Boyd, R/W Sec)
OSHD (F Lowe, R/W Sec)
OSHD (M Mead, Appraisal Supv)

RECEIVED
STATE HWY ENGR
JUN 12'79
REFER TO
R/W
FOR
Info | Answer | R/D | D/R | Sign | Act ✓ | File

orig. to

886

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-8-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-24(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80261

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-[illegible]
orig
to [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	10-18-78	Primary 24	Primary 26

GENERAL LOCATION:

Ross Island Bridge - S.E. 50th Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Power Consumption for Temporary Lighting During Construction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below (Utility-Power)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of October 18, 1978, as requested in Mr. Swan's letter of May 24, 1979, as being in the public interest for the use of Portland General Electric to furnish power for temporary illumination with the above work. State Force Order No. 6 which represents estimate from PGE is approved for TEC NTE $15,562 - Federal Funds $13,227.

The above wuthorization is contingent upon available funds within current project authorization or request for additional IX funds being submitted and granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-8-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-815

886 6-7-79 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-24(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. 80261

PROGRAM STAGE (Check) ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO [illegible]
FOR
Info | Inves | R/A | D/R | Sym | Act | File

6-14 orig to

DATE PS&E APPROVED 8-30-78	DATE AUTHORIZATION EFFECTIVE 5-11-79	FEDERAL ROUTE NUMBER Primary 24	STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Ross Island Bridge - S.E. 50th Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Remove temporary illumination pole and light during construction and replace.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 11, 1979, as requested in Mr. Keasey's letter of May 22, 1979, as being in the public interest for the use of Utility Forces to proceed with the above work. State Force Order No. 5 representing work done by Portland General Electric Co. is approved for TEC NTE $640.42 - Federal Funds $548.

The above authorization is contingent upon available funds within current project authorization or request for additional IX funds being submitted and granted.

DATE 6-7-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

[redacted]
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

May 24, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTE

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson

Electric Service Charges
Temporary Illumination
Ross Island Bridge-S.E. 50th Ave.
(Portland) Section
Mt. Hood Highway (S.E. Powell Blvd.)
Multnomah County
Project No. IX-24(8)

Gentlemen:

Here is a copy of a Portland General Electric Schedule 91 Contract entered into by the State to provide electric energy to temporary illumination being provided by the State during the construction of the subject project.

Reference is made to my letter of September 27, 1978, which submitted an estimate and sketch for the installation of the temporary lighting and to your Letter of Approval and/or Authorization (PR-1240) dated November 27, 1978, which approved Federal participation in the cost of installing the temporary lighting. (Referenced letters attached.)

Under normal circumstances, temporary construction illumination is included as a contract bid item. Cost of installation and electric energy are both included in the bid item. The State considers the total cost of installation and electric energy as a project cost. Your approval of Federal participation in the actual cost of electric energy required to provide temporary illumination during construction is requested. Estimated cost to the State is $15,562. Payment for the electric energy will be covered by SFO No. 6.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
MAY 25 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DES/JMC/seb
Attachments
cc: E. S. Hunter ✓
Jack M. Cartwright
H. M. Fillmore
Gary Kennen

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

DAILY PLANT REPORT — BITUMINOUS MIXTURES

5-16-79

8860

SECTION Ross Island Br. - S.E. 50th	HIGHWAY S.E. Powell Blvd	CONTRACT NO. 8860
CONTRACTOR R.A. Hatch	SUPPLIER Willamette Falls (Oregon City)	F.A. NUMBER FX - 24(8)
MAKE, MODEL, SIZE OF PLANT 8000 lb Madson	☑ BATCH ☐ DRIER DRUM ☐ CONTINUOUS — BRAND & GRADE OF ASPHALT Shell AR 4000	RES. ENGINEE
CLASS OF MIX "B"	☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOU	

SIEVE SIZE	TEST NO. 29 LAB			TEST NO.			TEST NO.			TEST NO.		
	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS
	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%
3/4	0	0	100									
1/2	176	9	91									
1/4	778	39	61									
4	951	47	53									
10	1469	73	27									
40	1819	90	10									
200	1925	95.5	4.5									
P	2015	100										
ASPHALT %			8 6.0			8			8			8
SAMPLED AT	149+00 30' Lt	TIME 9:00 AM			TIME			TIME			TIME	
TONS REPRESENTED	362											
DAILY TONNAGE AT TIME OF TEST	60											

NOTED
H. S. COULTER

EXTRACTED ASPHALT COMP.

	TEST NO:	29				
1	WET WEIGHT OF MIX SAMPLE	2145				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.2%	%	%	%	%
3	DRY WT OF SAMPLE [1 ÷ (100 + 2)] x 100	2141				
4	DRY WT OF EXTRACTED AGGREGATE	2015				
5	WT OF EXTRACTED ASPHALT 3 – 4	126				
6	% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.9 %	%	%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.1 %	%	%	%	%
8	% ASPHALT IN MIX 6 + 7	6.0 %	%	%	%	%

MOIST. CONT.

		TEST
21	WET WT. OF MIX SAMPLE	
22	DRY WT. OF MIX SAMPLE	
23	% MOISTURE [(21 – 22) ÷ 22] x	

REMARKS: LIST TIME & EXTENT O

[redacted]

Pulling 6.0 %

6.3% appears To

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.	362.60	ACCUM	SPEC MTRL. INCORP.	16359.68
10		NON SPEC INCORP.	—		NON SPEC INCORP.	1708.96
11		REJECTED	—		REJECTED	3.39
12		TOTAL	362.60		TOTAL	18072.03

13	BEGIN ASPHALT INVENTORY (TANK STICK)		T
14	ASPHALT RECEIVED (INVOICE)		T
15	END ASPHALT INVENTORY (TANK STICK)		T
16	ASPHALT THRU PLANT 13 + 14 – 15		T
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T
18	ASPHALT USED 16 – 17	21.71	T
19	MIX USED [(12 – 11) ÷ (100 + 2)] x 100	361.88	T
20	% ASPHALT IN MIX (18 ÷ 19) x 100	6.0	%

TIME SUMMARY

SHIFT	HRS RUN	5	ACCUM	HRS RUN	141
	HRS DELAY	3		HRS DELAY	17
	TOTAL	8		TOTAL	158

PRODUCTION RATE 72 TONS/HR

TIME SHIFT STARTS. 8:00 AM

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) 310 °F

MIX TEMP. ON ROAD 285 °F

SHIFT WEATHER CONDITIONS

TEMP AM 53 F PM 70 F

[✓ FAIR] CLOUDY RAIN WIND

by vacume extractor

REPORT REVIEWED AND ACKNOW

John D.

INSPECTOR

Delmont F

CONTRACTOR

M. Fillm

RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

cc: Mike Huddleston - APA. H.S. Coulter . Ehn Ro

DAILY PLANT REPORT — BITUMINOUS MIXTURES.

OREGON STATE
HIGHWAY DIVISION

S.E. 50th
HIGHWAY S.E. Powell Blvd
CONTRACT NO. 8860
PREFIX 26-1003
SUPPLIER Willamette Falls (Oregon City)
F.A. NUMBER FX-24(8)
DATE 5-16-79
REPORT NO. 22
☑ BATCH
☐ DRIER DRUM
☐ CONTINUOUS
BRAND & GRADE OF ASPHALT Shell AR 4000
RES. ENGINEER M. Fillmore

☐ BITUMINOUS BASE ☑ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

LAB

PASS	TEST NO.			TEST NO.			TEST NO.			LAB NO. 79-3229		SIEVE SIZE
	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	
%	DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%		%	
100										100		3/4
91										87	±6	1/2
61										60	±6	1/4
53										51		4
27										27	±4	10
10										12	±4	40
4.5										5.0	±2	200
6.0			8			8			8	6.3	±0.5	Asphalt

NOTED
H. S. COULTER

00 AM		TIME		TIME		TIME

CIRCLE ALL FAILING TEST RESULTS

P. TEST NO:	29				
	2145				
EST) 23	0.2%	%	%	%	%
] x 100	2141				
	2015				
]	126				
100	5.9 %	%	%	%	%
DESIGN)	0.1 %	%	%	%	%
	6.0 %	%	%	%	%

MOIST. CONT.	TEST NO:			
21 WET WT. OF MIX SAMPLE				
22 DRY WT. OF MIX SAMPLE				
23 % MOISTURE ([21] - [22]) ÷ [22] x 100	0.2	plant Ave		

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.
[redacted]
Pulling 6.0% asphalt in base lift
6.3% appears to wet

TIME SHIFT STARTS. 8:00 AM TIME SHIFT ENDS 4:30 PM

TANK SUMMARY

SPEC MTRL. INCORP.	16359.68	
NON-SPEC INCORP.	1708.96	
REJECTED	3.39	
TOTAL	18072.03	
STICK)		T
		T
TICK)		T
		T
C)		T
	21.71	T
x 100	361.88	T
00	6.0	%

TIME SUMMARY

SHIFT		ACCUM	
HRS RUN	5	HRS RUN	141
HRS DELAY	3	HRS DELAY	17
TOTAL	8	TOTAL	158

PRODUCTION RATE 72 TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP (PLANT) 310 °F
MIX TEMP. ON ROAD 285 °F
SHIFT WEATHER CONDITIONS
TEMP AM 53 F PM 70 F
[✓ FAIR] CLOUDY RAIN WIND

by vacume extractor

REPORT REVIEWED AND ACKNOWLEDGED BY

John D. Burke
INSPECTOR

Delmont F Cousins
CONTRACTOR

M. Fillmore by JB
RESIDENT ENGINEER

(CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

ESTORS - [redacted] APA. H.S. Coulter . [illegible]

ARCHITECT
ALFRED STAEHLI, A·I·A

ARCHITECTURE PLANNING
ARCHITECTURAL PRESERVATION
ARCHITECTURAL PHOTOGRAMMETRY

317 SE 62ND AVENUE
PORTLAND OREGON
97215
235 3515

DARY

Mr. Pieter Dykman
Research Coordinator
Environmental Section
Department of Transportation
Highway Division
Salem, Oregon 97310

NOTED
E. S. HUNTER

14 May 1979

Dear Mr. Dykman:

Regarding the question of the recording and preservation or demolition of City Stable No. 2, Portland, Oregon, I have consulted with my architectural colleagues and federal preservation officials at the meeting of the AIA Committee on Historic Resources two weeks ago in Chicago. Contrary to your fears that raising an historic preservation issue over a utilitarian or industrial structure such as Stable No. 2 and the possible delay to the Powell Widening Project, that such action might be used to endanger the whole preservation program, I found no such fears for the preservation program among the forty preservation architects and federal officials assembled for the meeting. In fact, I was told of many similar cases nationwide and of the rising concern for the preservation of just such "non-architectural landmarks."

It was the concensus of all those consulted that the only proper course was to proceed with inventorying and recording of Stable No. 2 as the necessary preliminaries to deciding on its preservation or demolition. I do not agree that enough is yet known about the building and its significance to decide beforehand that it is proper to proceed with its demolition after a cursory recording effort. This should be in accordance with Advisory Council Rules par. 800.4 et. seq. (1979).

A factor indicating that demolition after recording and documentation might be acceptable for Stable No. 2 is that Portland has at least one other of its city stables extant, City Stable No. 1, SW 17th and Madison streets. The preservation of only one of these facilities might be sufficient to keep manifest the city's history of mounted police and horse drawn equipment. Stable No. 1 also is not shown on any landmark inventory. A third stable building may be on North Interstate Avenue in Albina. The possibility of recording the two or more stables and then agreeing on a plan for preserving at least one of them was suggested by the AIA staff member at the meeting.

I hope this answers your and David Powers' questions raised in your telephone calls on the 25th and 26th.

Sincerely,

Al Staeh

SPC/Oregon

cc: Portland HLC
AIA/HRC-Portland HRC
Adv. Council

RECEIVED
TECHNICAL SERVICES
MAY 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8x60

STATE OF OREGON

INTEROFFICE MEMO

Parks and Recreation
DEPT.

378-5002
TELEPHONE

TO: Gary Potter, Manager
Environmental Section

DATE: May 11, 1979

FROM: D.W. Powers III
Manager, State Historic Preservation Office

S. HUNT

SUBJECT: Portland City Stable No. 2
Ross Island Bridge-SE 52nd Avenue
Powell Boulevard, Portland, Multnomah County

Thank you for your recent memorandum to the State Historic Preservation Officer concerning Portland City Stable No. 2 and the FHWA's request for a written statement concerning the eligibility of that property for inclusion in the National Register of Historic Places.

The State Advisory Committee on Historic Preservation will be holding a regular meeting in Corvallis on May 24. We will present the available information on the property to the Advisory Committee at that time with a request for their opinion on the property's eligibility. We feel that the opinion of the Advisory Committee will give us valuable guidance and, shortly thereafter, we should be able to provide you with a statement to clarify our position on the matter

DWP/EWP/js

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SECTION

MAY 17 1979

Referred to		Manager	GP
Proj. Coord.		Res. Coord.	cy
Eng. Coord.		Adm. Asst.	
Sec.		File	✓

Ed Hunter — cy

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MAY 17'79
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

Ed:

Pete will attend this meeting - so far, signals indicate that this will be declared ineligible, and that will close the issue. We'll see.

8

. 8560

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 8, 1979

Salem, OR 97310

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

TO: David G. Talbot
State Parks Superintendent

SUBJECT: Portland City Stable #2
Ross Island Bridge-SE 52nd Ave.
Powell Blvd.
Multnomah County

We have been asked by the Federal Highway Administration (FHWA) to request of the State Historic Preservation Office (SHPO) a statement on the eligibility status of Portland City Stable #2 for the National Register of Historic Places. (See attached letter).

In the past months we have been trying to ascertain the status of Stable #2 on Powell Boulevard in discussions with the FHWA, the SHPO, and other interested parties.

The project on Powell Boulevard which involves the Stable was cleared by the SHPO in October 1976. The project is presently under construction but the building in question has not yet been affected.

In January and February of this year we received correspondence from Al Staehli, AIA, indicating that the Stable is possibly eligible for the National Register. Copies of this correspondence and our replies were mailed to the SHPO office.

Discussion has not resulted in a clear-cut course of action nor resolved the status of Stable #2. Consequently, FHWA has decided to request a written statement from your office.

Your earliest possible response would be appreciated.

GAP:PTD:lb

Attachment

cc: E. S. Hunter w/attach.
G. L. Green

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TECHNICAL SERVICES
MAY 9'79
REFER TO
FOR
Info Immed R/O D/R Sign Act File

8860

FORM 81-734-3036

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 19, 1979

FILE: CON 5 -8860

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Ross Island Bridge-S.E. 50th
Contract No. 8860
Use of Diesel as Release Agent

TO: MEMO TO FILE

April 17, 1979, I contacted Mort Fillmore as to what the A.C. material supplier, Willamette Falls (Oregon City) was using as a release agent in their truck beds. He informed me that for the past week, they had been using a lime solution but that this has not been working very satisfactorily. They have ordered and intend using Liqui-Slip. The special applicator that is required, however, has not been delivered due to the Teamsters strike.

He had a meeting with the contractor at which they requested permission to use diesel and to raise their truck beds to drain it until such time as the special applicator arrives. He denied this request.

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APR 20 '79
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FOR
Info Invest R/D D/R Sign Act File

MDG:fr

cc: H. S. Coulter
Marion Craft
Mort Fillmore
John Jenkins

1978 Ross Island Br.-SE 50th 8860
Sec. Mt. Hood Hwy. (Powell Blvd)
(gr, pav, str, sign, ill, sig) #3

C & A 6688 9-25-78

26

TRAFFIC SAFETY SUPPLY CO.

TSS

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

March 14, 1979

State of Oregon
Department of Transportation
Room 222
Salem, Oregon 97310

Attention: Bill Beard

Subject: Oregon State Contract #8860, Ross Island Bridge - S. E. 50th
Prime Contractor: R. A. Hatch

Dear Bill:

The above project calls for (1) only Type A sign, which is sign No. 11, 12 Ft. X 4 Ft.

Since Hinac, which is the specified finish for Type A signs, is no longer available please advise finish desired on this sign.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
President

ER:1b

cc: R. A. Hatch
P. O. Box 201
Bend, Oregon 97701

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson LW
Hager Dorn Lau
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Prepare Ltr to
Construction or
Call Jackson and [illegible]
send this letter to him to answer.
DOC

Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

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MAR 15 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

3-19-79
Copy to Const
Using opaque film P.M. required
L.W.

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

9

FORM 81-734-3030

NOTED
H. S. COULTER

FILE: CON 3-8860

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 13, 1979

FROM: C. T. Keasey Keasey
Asst. State Highway Engineer

TO: Marion Craft
Region Construction Engineer

SUBJECT: Petroleum Distillates in Vehicle Beds
Ross Island Br.-S.E. 50th Ave.
Contract No. 8860

The March 1, 1979, letter from Richard N. Hatch of the R. A. Hatch Company cites "--inavailability of approved substitutes--" for coating vehicle hauling beds for A.C. material, and requests that the provisions of special provision 403.34 prohibiting the use of petroleum distillates be waived.

This provision was unintentionally included in a number of contracts containing small quantities of A.C. material - from 20 tons to approximately 3000 tons - and was waived from those projects.

The specification was intentionally left in this contract. Mr. Hatch has offered no documentation of the unavailability of other products for use as a release agent.

Attached is a list of products which have been approved for use in other states for this purpose. Mr. Hatch should be informed that we fully expect him to abide by this special provision.

CTK:fr

Att.

cc: H. S. Coulter ✓
E. S. Hunter

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FOR

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Illinois Department of Transportation

Memorandum

To: District Engineers Attention: Material Engineer

From: R. F. Uthoff

Subject: Asphalt Release Agents

Date: April 10, 1978

The following is an updatedlist of asphalt release agents that may be used by contractors. These release agents may be used to replace fuel oils for spraying truck beds in which hot-mixed asphalt mixtures are hauled.

Manufacturer/Supplier	Location	Trade Name [illegible]
DuBois Chemicals	Cincinnati, Ohio	Dellip
Tuff Truf	181 St. & Indiana Ave. Thornton, IL. 60476	Judco
Spartan Chemical Co.	110 North Westwood Toledo, Ohio 43607	[illegible] 20
Globle Chemicals, Inc.	45 Burbank Drive Toledo, Ohio 43607	[illegible]
Swift Chemical Company	Chicago, IL.	Solar Liqui-Lube 2620
American Lubricants Co.	Dayton, Ohio	[illegible]

R F Uthoff

cc: M. B. Larsen
R. D. Schmidt
R. F. Gorman
File: JS/gp

Illinois Department of Transportation
Robert F. Gorman
Bituminous Mixtures Engineer
[illegible] Materials
[illegible] Research
[illegible]

[illegible] Office

ADM 158

MAR 7 1979
CONSTRUCTION
BRANCH

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
P.O. BOX 778
DOVER, DELAWARE 19901

678-4352

February 27, 1979

Mr. James E. Wilson, Jr.
Materials Engineer
Department of Transportation
Materials Section
Salem, Oregon 97310

Dear Mr. Wilson:

This is to answer your letter pertaining to coatings for truck beds which are used in hauling bituminous mixture products.

There are at present no written specifications regarding the use of fuel oil or kerosene to prevent sticking of hot mix bituminous concrete in a truck body. However, the use of solvents at the plant has been limited, by the state inspectors, to cleaning a dirty body or soaking overnight to loosen accumulated material. At the beginning of each day, the trucks must be rinsed with water and any of the non-petroleum products may then be sprayed on the body - enough to make it wet - no puddles.

Our new specification book should definitely prohibit the use of solvents.

As for cold mix bituminous concrete, solvents are already prohibited by the specifications.

Non-petroleum products which have been used and have proved acceptable are listed below:

Float 62-30	Puritan Chemical
~~DuSlip~~	-
~~Polyslip~~	Dubois Chemical Co., Sharonville, Ohio
Liquislip	" " " "

I hope this is of some use to you.

Very truly yours,

DIVISION OF HIGHWAYS

Walter J. [illegible], Jr.
Hwy. Eng. [illegible]

RECEIVED
MAR 6 1979

jc

Dist.

Sec.

STATE OF OHIO
PARTMENT OF TRANSPORTATION

INTER-OFFICE COMMUNICATION

Date April 20, 197

ll DET's and Bituminous Concrete Traveling Plant Inspectors

Attention:

John C. Dixon, PE, Engineer of Tests by Gary L. Behnke, Bituminous Concrete and Materials

bject Approved Asphalt Release Agents and Dilutions

File: 400-4

The following list of formulations are considered satisfactory as release agents at their corresponding dilution for bituminous concrete trucking in Ohio Department of Transportation projects. Such use will be subject to satisfactory performance in the field. Our evaluation is based on the examination of these materials at these dilutions in our laboratory:

Oakite 208	15:1
Avalanche Asphalt Release	15:1
Du-Slip	200:1
Uni-Terg	16:1
N-L Concentrate	30:1
Barrage	30:1
Foremost 2005	10:1
Foremost 2007	10:1
Foremost 2008 Foam Glyde	10:1
Pink Concentrate	4:1
Asphalt Release 1126	16:1
Zep Hot Wax	33:1
Poly-Slip	200:1
Certi-Suds	10:1
SD-20	30:1
Spartan All Purpose	20:1
All-Chem	8:1
Liqui-Slip	97:3
R-S Concentrate	4:1
HBA-3	3:1
HBA-4	2:1
Quick Release 1209	50:1
Bison 1700	50:1
No. 1 No Streak	20:1
No. 2 No Foam	15:1
No. 3 Perma-Mold 256 WB	35:1
Foremost 534 Marine Wash	12:1
Yale Concentrate	30:1
Kelo-Cote	30:1
TADOO	10:1
Betco-Concentrate	40:1
DeWitt Asphalt Release Agent 14D 74	10:1

JCD:GLB:md

cc:
D. L. Spence
R. Wisse
Bit. Conc. ✓
File (2)

PRODUCT	MANUFACTURER	[illegible]	[illegible]
ALL PURPOSE CLEANER, CJD	RITTER CHEMICAL CO. AMSTERDAM, NEW YORK	[illegible] [illegible] PHALT MIX[illegible]	[illegible] AC[illegible] [illegible]/72
AQUADYNE	AQUADINE CORP. CLARK, NEW JERSEY	RELEASE [illegible] PHALT MIXES	[illegible] ACCEPT [illegible]
ARA 124	JADCO SERVICE CO., INC.	A RELEASE AGENT [illegible] CLEAN ASPHALT [illegible]	[illegible] ACCEPT [illegible]/72
ARA 124	JADCO SERVICE CO., INC.	TO PREVENT [illegible] OF HOT MIX ASPHALT	[illegible] ACCEPT [illegible]/72
ATSCO DETERGENT	ATSCO PRODUCTS ALBANY, NEW YORK	RELEASE [illegible] ASPHALT MIXES	NEW YORK ACCEPT 5/72
BARRAGE CLEANER	NATIONAL LABORATORIES SALES CORP. TOLEDO, OHIO	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT [illegible]
BOND BITUMINOUS	BOND SANITARY PRODUCTS	RELEASE AGENT	[illegible] ACCEPT [illegible]
C-1102	W.R. GRACE & CO. DUBOIS CHEMICALS DIV. CINCINNATI, OHIO	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT [illegible]
C-1102	DUBOIS CHEMICALS	ASPHALT RELEASE [illegible]	[illegible]
CHEMAGIC	J.I. HOLCOMB MFG. CO. HACKENSACK, NEW JERSEY	RELEASE [illegible] ASPHALT MIX[illegible]	[illegible]
CHEMSEARCH CONCENTRATE	NATIONAL CHEMSEARCH CORP., MONMOUTH JUNCTION, NEW JERSEY	RELEASE [illegible] ASPHALT MIX[illegible]	[illegible] [illegible]/72
CONCENTRATE, FORMULA 196	LABCO CHEMICAL PRODUCTS CO., INC. HAMBURG, NEW YORK	RELEASE [illegible] ASPHALT [illegible]	[illegible]
DUSLIP	DUBOIS CHEMICALS DUBOIS TOWER CINCINNATI, OHIO 45202	[illegible]	
FLOATS OFF	J.I. HOLCOMB MFG. CO. HACKENSACK, NEW JERSEY	[illegible] ASPHALT [illegible]	[illegible]

ASPHALT [illegible]

PRODUCT	MANUFACTURER	[illegible]	[illegible]
GLIDE	EPIC CHEMICALS, INC. BROOKLYN, NEW YORK	RELEASE [illegible] MIXES	[illegible] 5/7
GLIDE RITE	TURCO PRODUCTS, INC. BINGHAMTON, NEW YORK	RELEASE [illegible] MIXES	[illegible] 5/77
HALBRO-ASPHALT RELEASE COMPOUND	HALBRO, INC. FARMINGDALE, NEW YORK	RELEASE [illegible] MIXES	[illegible] 5/72
HERCULES CONCENTRATE	SWIFT & CO., CHEMICALS FOR INDUSTRY, ALBANY, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible] 72
J.C.K. RELEASE AGENT	J.C.K. ASSOCIATES UTICA, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible] 72
JA 912 ASPHALT TRUCK BED LUBRICANT	JAC CHEMICAL CORP. FLUSHING, NEW YORK	RELEASE [illegible] MIXES	[illegible]
JAD-CO ASPHALT RELEASE AGENT	JADCO SERVICE CO., INC.	[illegible] ASPHALT [illegible]	
KARON CONCENTRATE	ROCHESTER GERMICIDE CO. ROCHESTER, NEW YORK	RELEASE [illegible] MIXES	[illegible]
KING HEAVY DUTY R-60 ASPHALT RELEASE	THE KING SUPPLY CO. GARDEN CITY, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible]
LAKESEAL #911	LAKESEAL DIVISION, PECKS PRODUCTS CO. ITHACA, NEW YORK	RELEASE CO[illegible] MIXES	[illegible]
LIQUID SAHLLUBE	TURCO PRODUCTS, INC. BINGHAMTON, NEW YORK	RELEASE [illegible] MIXES	[illegible]
MAGNUS 1292	MAGNUS CHEMICAL CO., INC., GARWOOD, N.Y.	RELEASE [illegible] MIXES	[illegible]

ASPHALT [illegible]

PRODUCT	MANUFACTURER	[illegible]	[illegible]
MAGNUS-ASPHALT-SLIC	MAGNUS CHEMICAL CO., INC., GARWOOD, N.Y.	[illegible] ASPHALT [illegible]	[illegible]
MULTIWET	FRANK SAMUEL & CO., INC. - CONSHOHOCKEN, PA.	RELEASE [illegible] ASPHALT MIXES	[illegible]
MULTIWET-50/ VERIWET	FRANK SAMUEL & CO., INC.	ASPHALT [illegible]	[illegible]
N-1 CONCENTRATE	NATIONAL LABORATORIES SALES CORP. -TOLEDO, OHIO	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT 3/72
NEW IMPROVED KARON (CONCENTRATE)	ROCHESTER GERMICIDE CO. ROCHESTER, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT 3/72
NO. 1 RELEASE AGENT	CARROLL PRODUCTS, INC. FARMINGDALE, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT 3/72
OAKITE LIQUIDET #2 ASPHALT RELEASE COMPOUND	OAKITE PRODUCTS INC. BERKELY HEIGHTS, N.J.	RELEASE [illegible] ASPHALT MIXES	[illegible]
PINK CONCENTRATE	JAMES VARLEY & SONS, INC., ST. LOUIS, MO.	RELEASE [illegible] ASPHALT MIXES	[illegible]
PRIVATE LABEL CLEANER	SPARTAN CHEMICAL CO. INC., TOLEDO, OHIO	RELEASE [illegible] ASPHALT MIXES	[illegible]
RELEASE COMPOUND AT CONCENTRATE	BAUM'S CASTORINE CO. INC., ROME, NEW YORK	RELEASE [illegible] ASPHALT MIXES	[illegible] ACCEPT 3/72
RELEASE COMPOUND FOR ASPHALT MIXES - TYPE I, TYPE II, AND TYPE III	SYRADELTRO CHEMICAL INC., SYRACUSE, N.Y.	RELEASE [illegible] ASPHALT MIXES	[illegible]
RELEASE COMPOUND FT. HEAVY	BAUM'S CASTORINE CO. INC., ROME, NEW YORK	RELEASE [illegible] ASPHALT [illegible]	[illegible]
RELEASING AGENT #4000	APPLIED CHEMICALS CORP. HOBOKEN, NEW JERSEY	[illegible] ASPHALT [illegible]	[illegible]
ROLLER LUBE	R.H. FOWLER CHEMICAL PROD., HOMER, NEW YORK	[illegible] ASPHALT [illegible]	[illegible]

ASPHALT RELEASE [illegible]

PRODUCT	MANUFACTURER	[illegible]	[illegible]
SD-20 CONCENTRATE	SPARTAN CHEMICAL CO, TOLEDO, OHIO	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT 5/72
SOLAIR "REGULAR" LIQUID CONCENTRATE	SWIFT & CO., SOAP DIV. ALBANY, NEW YORK	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT 5/72
SOLVENE	PURITAN CHEMICAL CO. WARSAW, NEW YORK	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT 5/72
UNI-TERG	GLOBE CHEMICALS, INC. TOLEDO, OHIO	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT 5/72
VERIWET (IN CARTRIDGE FORM USED WITH A MIXER)	FRANK SAMUEL & CO., INC.- CONSHOHOCKEN, PA	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT 5/[illegible]
WATER WETTER #10	RIVERSIDE CHEMICAL CO. NO. TONOWANDA, NEW YORK	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT [illegible]
WESTOLITE XXX	WEST CHEMICAL PRODUCTS INC., LONG ISLAND CITY NEW YORK	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT [illegible]
ZEP X 12571	ZEP MANUFACTURING CO. ATLANTA, GEORGIA	RELEASE COMPOUND FOR AS-PHALT MIXES	NEW YORK ACCEPT [illegible]
ZEP ZC CONCENTRATE	ZEP MANUFACTURING CO. SPRINGFIELD, NEW JERSEY	RELEASE COMPOUND FOR AS-PHALT MIXES	[illegible]

[illegible]ey
[illegible]ackmond
Hopkins
Williams
Johnsen
Glenn
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SEP 19 1978
CONSTRUCTION
BRANCH
Infoss
Widmer
Gebauer
Church

TRUCK BED RELEASE AGENT

by Charles R. Foster
NAPA Director of Engineering & Research

The NAPA report, "Fuel Conservation," which was distributed in December of last year pointed out that we are wasting fuel using diesel fuel as a truck bed release agent. NAPA has accumulated a list of other truck bed release agents which have been approved in states which have banned the use of diesel because of detrimental effects of over-use.

At the San Francisco meeting, the Quality Improvement Committee set up a task to canvass members by questionnaire to determine current practices and to evaluate the efficiency of other truck bed release agents. Quality Improvement Committee member Donald Hodgkiss volunteered to conduct the questionnaire.

The results obtained to date which were presented to the Quality Improvement Committee at the committee meeting on April 8 indicate many members are starting to try products other than diesel fuel and further, many new products are being introduced to this market. Therefore, the Committee decided the questionnaire should be repeated in the fall to obtain more definite information. In the meantime, the following information is pertinent.

At present most members are still using diesel fuel. A serious word of caution must be directed as a reminder of the possible damage to the quality of the bituminous mixture by the use of excess diesel oil in the truck [illegible]

However, those producers still using fuel oil are starting to realize both energy and economic [illegible] serious control of the volume of fuel oil allowed for use as a release agent. One member reported [illegible] his uncontrolled use at one plant. In a two-day unobserved study, the fuel oil usage for 31 trucks was [illegible] gallons per day. He immediately reduced this usage by providing a series of 55 gallon drums cut in half [illegible] connected to form a trough which allowed each truck to place the tail gate section over this trough [illegible] allowed a rationed 15 gallons per day to be used and reused by all the trucks.

There are many non-fuel oil release agents being marketed today and the Quality Improvement Committee urges you to try their use.

The Quality Improvement Committee further urges that you consider the following observations which have resulted to date on this study.

- *a. The total cost of any truck bed release agent should be determined by adding the cost of the agent [illegible] any mixing and handling costs plus the possible lost truck time during the time these agents are applied.*
- *b. The use of any agent must be controlled — especially the volume of the agent applied per individual truck box — lack of control can produce astronomical costs and no gain in results.*
- *c. There seem to be two basic products:*
  - *1. One which should take no more than one application per day if only [illegible] mixes are hauled.*
  - *2. Mixtures which are to be applied directly before loading and each load.*
- *d. Volume control is much better if spraying equipment with fog type nozzles is used operating at 60 [illegible] 100 psi.*
- *e. Acceptable results can be obtained with diesel fuel with [illegible] (32 oz.) per truck application [illegible]*

__SAVE FUEL__: either by using other truck bed release agents or by closely [illegible] that is used.

PARTIAL LIST OF
RELEASE COMPOUNDS FOR ASPHALT MIXES

Brand Name	Manufacturer/Supplier	Brand Name	Manufacturer/Supplier
All Purpose Cleaner, CJD	Ritter Chemical Co. Amsterdam, N. Y.	Atsco Detergent	Atsco Products Albany, N. Y.
ARA-124	Jadco Service Co., Inc. Greenville, South Carolina	[illegible]	National Laboratories [illegible] Corp. Montvale, N. J.
Aquadyne (in cartridge form, used with a mixer)	Aquadine Corp. Clark, N. J.	Chemsearch Concentrate	National Chemsearch Corp. Monmouth Junction, N. J.

(Over)

Brand Name	Manufacturer/Supplier
Concentrate, Formula 196	Ladco Chemical Products Co., Inc. Hamburg, N. Y.
DuSlip	DuBois Chemical Division W.R. Grace Co. Cincinnati, Ohio
Floats Off	J.I. Holcomb Mfg., Co. Hackensack, N. J.
Glide	Epic Chemicals, Inc. Brooklyn, N. Y.
Glide Rite	Turco Products, Inc. Binghampton, New York
Hercules Concentrate	Swift & Co. Chemicals for Industry Albany, N.Y.
JA 912 Asphalt Truck Bed Lubricant	Jag Chemical Corp. Flushing, N.Y.
J.G.K. Release Agent	J. G. K. Associates Utica, New York
Karon Concentrate	Rochester Germicide Co. Rochester, N.Y.
King Heavy Duty R-60 Asphalt Release	The King Supply Co. Garden City, N. Y.
Pecks Lakeseal #911	Lakeseal Division, Pecks Products Co. St. Louis, Missouri
Liquid Sanilube	Turco Products, Inc. Binghampton, N. Y.
Magnus-Asphalt-Slic	Magnus Chemical Co., Inc. Garwood, N.Y.
Multiwet	C.E. Minerals King of Prussia, Penna.
New Improved Karon (Concentrate)	Rochester Germicide Co. Rochester, N.Y.
N-1 Concentrate All Purpose Cleaner	National Lab's Sales Corp. Toledo, Ohio
No. 1 Release Agent	Carroll Products, Inc. Farmingdale, N.Y.

Brand Name	Manufacturer/Supplier
Oakite Liquidet #2 Asphalt Release Compound	Oakite Products Inc. Berkely Heights, N.J.
Pink Concentrate	James Varley & Sons, Inc. St. Louis, Missouri
Private Label Cleaner	Spartan Chemical Co., Inc. Toledo, Ohio
Release Compound for Asphalt Mixes — Type I, Type II, & Type III	Syradeltro Chemical Inc. Syracuse, N.Y.
Release Compound AT Concentrate	Baum's Castorine Co., Inc. Rome, N.Y.
Release Compound Ft. Heavy	Baum's Castorine Co., Inc. Rome, N.Y.
Releasing Agent #4000	Applied Chemicals Corp. Hoboken, N.J.
Roller Lube	R.H. Fowler Chemical Produc Cortland, N.Y.
SD-20 Concentrate	Spartan Chemical Co. Inc. Toledo, Ohio
Solar 'Regular' Liquid Concentrate	Swift Chemical Co Chicago, Illinois
Solvene	Puritan Chemical Co. Warsaw, N.Y.
Uni-Terg	Globe Chemicals Toledo, Ohio
Veriwet (in cartridge form used with a mixer)	C.E. Minerals King of Prussia, Penna.
Water Wetter #10	Riverside Chemical Co. No. Tonawanda, N.Y.
Westolite XXX	West Chemical Products, Inc Long Island City, N Y
Zep X 12571 Asphalt Protector	Zep Manufacturing Co. Springfield, N.J.
Zep ZC Concentrate	Zep Manufacturing Co Springfield, N.J.

81.734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
February 27, 1979

FROM: Carl Williams
Field Engineer (Roadway)

TO: Marion Craft
Region 1 Const. Engineer

NOTED
E. S. HUNTER

SUBJECT: Contract 8860
Mt. Hood Hwy.
Powell Blvd.
Ross Island Br.-50th Ave.

As we discussed yesterday, although the special specifications say that "all existing asphalt concrete overlaying Portland Cement Concrete shall be removed", it is patently impossible with the equipment as specified. (Page 21, Special Provisions.)

An inspection yesterday, February 26, 1979, indicates that on the whole the asphalt removal is satisfactory considering the broken and uneven P.C.C.

I do direct you to do two things to assure a good paving job.

1. In places the remaining Asphaltic Concrete on the P.C.C. appears 3/4 to 1" thick. This should be ground over by the specified machine or otherwise reduced in thickness.
2. Check all A.C. before paving for any loose material and have it removed.

I vigorously recommend that the existing spec. for cold plane removal have the words "all existing" and "shall be removed" eliminated from the spec.

CW:mk

cc: Vince Tabor, FHWA
Jack Sullivan, Specifications
J. H. Versteeg, Engineering

RECEIVED
TECHNICAL SERVICES
MAR 1 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

| Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Anderson

RECEIVED
FEB 28 1979
ENGINEERING SECTION

Trout
☐ Do Not File
Return To
Bring Up __/__/__
Action

February 22, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49548 - Archer (L-7637)
Ross Island Bridge-SE 52nd
Mt. Hood Highway
Multnomah County
Project IX-24(7)

Your letter of November 27, 1978 (HRW-OR), together with several earlier letters, required before and after appraisals as a basis for Federal participation in subject file and in File 49559.

Before and after appraisals covering subject property have been received and reviewed as of January 25, 1979. Copies were routinely distributed to you.

For your information, subject file has been settled by the State's trial attorney. We trust the documentation now in file is adequate to answer the questions raised in your letters.

Documentation as required is yet to be completed on File 49559. By copy of this letter, we are reminding our Regional office of the necessity to secure the revised appraisals as soon as possible.

JBB:ob

cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe
L. C. Grothaus

RECEIVED
DOT DIRECTOR
FEB 22 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
F. B. KLABOE

8860

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

R. A. Hatch Co.
P. O. Box 201
Bend, OR   97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8860 for work on the Ross Island Bridge-S.E. 50th Avenue Section of Powell Boulevard in Portland, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
Enclosure

cc: Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR   97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI   54401

bc: C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
H. M. Fillmore
L. E. George

R. A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

December 29, 1978

Mr. Cecil Head
Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: O.S.H.D. 8860
Ross Island Br.-S.E. 50th Ave. (Portland)

Dear Mr. Head:

Enclosed are executed copies of Contract No. 8860 for subject project.

Very truly yours,

R. A. HATCH CO.

Richard N. Hatch

Richard N. Hatch
Vice President

RNH/nlp
Enclosure: Contract

RECEIVED
JAN 2 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8860

bc Pacific Builde Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
H. M. Fillmore
L. E. George
SAIF
Fran

December 20, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for work on the Ross Island Bridge-S.E. 50th Avenue (Portland) Section of the Mt. Hood Highway (Powell Boulevard) in Multnomah County for the sum of $3,298,077 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8860.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979, as outlined in the Standard Specifications for Highway Construction, Section 108.08(c), page 71.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". These Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 4, 1978

H Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 14, 1978, Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 14 on the following projects.

1. Clackamas Highway at S.E. Evelyn St. and Clackamas/Boring Highway
   Clackamas Highway, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Catching Slough (Eastside) Bridge
   Coos River Highway, Coos County
   Structure Decking

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Port of Entry (Klamath Falls)
   The Dalles-California Highway, Klamath County
   Grading, Paving and Building

   Sidewalks to be constructed on this contract.

4. Beltline Road and Delta Highway
   Beltline Road/Delta Highway, Lane County
   Highway Appurtenances

   Grading and paving incidental to installation of guard rail. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. E. Idaho Ave. at E. Lane (Ontario)
Olds Ferry-Ontario Highway, Malheur County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. S.E. Bybee Blvd. at S.E. 23rd Ave. (Portland)
City Streets, Multnomah County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. N.W. St. Helens Road at N.W. Bridge Ave. (Portland)
City Streets, Multnomah County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Oregon Slough Bridge
Pacific Highway, Multnomah County
Barrier

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Ross Island Br.-S.E. 50th Ave. (Portland)
Mt. Hood Highway (Powell Blvd.), Multnomah County
Grading and Paving

Ten foot sidewalks with curb cuts to be provided on this project.

10. Farmington Highway at S.W. 170th Ave.
Farmington Highway, Washington County
Traffic Signals

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

HSC

FET:ab
cc: Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8260

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / /

____

____________ Bid Letting ____________ All Clear Deadline

SECTION Ross Island Br-52nd Ave
Highway Mt Hood
County Multnomah Region 1-Metro
Type of Work 6-P-Str-Sn-Signal + Illum Funds FAI-X/FA
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☒	All Clear
Project Assessment	☐	☒	☐	☐	☒	All Clear
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard ?	☐	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution ?	☐	☒	☐	☐	☐	
NPS Water Pollution	☐	☒	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☐	☐	☐	☐	
Cultural Salvage	☐	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☐	☐	☐	☐	

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 27, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island-S. E. 52nd Avenue
Files 49559 and 49548

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

Appraisals covering the above two files include extensive damages. The appraisals were not done on the before and after basis in accordance with the State's approved right of way manual. In addition, the review appraisal dated January 17, 1978, on File 49559 does not provide adequate documentation concerning the selection of the Kolberg appraisal as representing market value. This matter has been brought to your attention by letters dated January 31, April 12, and August 28, 1978.

Before and after appraisals as a basis for Federal participation should be prepared before settlements are made with the property owners. Federal participation is withheld pending completion and your review of the before and after appraisal.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (M Mead)

RECEIVED
TECHNICAL SERVICES
NOV 2[illegible] '78
REFER TO
Boyd

Info	Inves	R/D	D/R	Sign	Act	File
			✓		X	

GENERAL FILES

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1978

TO: Glen Green, Division Administrator
Federal Highway Administration

JBBoyd

FROM: J. B. Boyd
Right of Way Engineer

NOTED
E. S. HUNTER

SUBJECT: Status of Acquisitions
Ross Island Bridge - 52nd Avenue Section
Mt. Hood Highway

The status of files on this project have been the subject of much review in the last several days. The difficulties in this project are obvious.

The Right of Way Section has attempted to clear the project to meet the contract deadlines. The type of project which is essentially strip takings along an urban street was a difficult one. The attached list shows the status of each file we do not have possession of.

We request that this project be allowed to go to bid, and if necessary the award of the contract be held.

JBB:lb

attachs.

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
SEP 15 '78
REFER TO
FOR

Info	Invest	R/O	D/R	Sign	Act	File

OPEN FILE STATUS
ROSS ISLAND BRIDGE - 52nd AVENUE SECTION
MT. HOOD HIGHWAY

File	Name	Status
49604	City of Portland	We have a permit of entry for all that portion of the property except the building and it will be available to the Oregon Department of Transportation on 9/1/79 Contract Specifications keep the contractor off the property until 1/1/80 to allow for removal of the building if that is required.
49608	Waco	Property under condemnation action, deposit into court made 7/25/78 due to 90 day notice being mailed 8/30/78 Possession not available until 11/30/78. Contract specification keep the contractor off the property until 4/1/79 to allow for removal of the building if that is required.
49559	1000 Realty	Property under condemnation deposit into court will be made prior to 10/1/78. 90 day notice given 8/31/78. Possession will be available 11/30/78. Contractor will be given possession 12/1/78.
49577	Raabe	Property under Condemnation deposit into court will be made prior to 10/1/78. 90 day notice given 8/31/78. Possession will be available 11/30/78. Contractor will be given possession 12/1/78.
49546	Keller	Property under Condemnation deposit into court will be made prior to 10/1/78. 90 day notice give 90 days prior to 5/9/78. 30 days notice required will allow possession 11/1/78. Contractor notified to expect possession by 11/1/78.
49547	Lilliborg	Property under Condemnation deposit into court will be made prior to 10/1/78. 90 day notice given 8/31/78. Possession will be available 11/30/78. Contractor will be given possession 12/1/78.
49548	Archer	Property under Condemnation. Deposit into court will be made prior to 10/1/1978. 90 day notice given 8/31/78. Possession will be available 11/30/78. Contractor will be given possession 12/1/78.
49543	Merrill	Property under Condemnation. Deposit into court will be made prior to 10/1/78. Immediate possession of unimproved property.
49544	Pagni	Property under condemnation. Deposit into court will be made prior to 10/1/78. Immediate possession of unimproved property.

49587	Southland	Property under condemnation. Deposit into Court 7/28/78. 90 day notice expired 3/27/78. 30 day notice sent 9/5/78. Possession available 10/5/78. Insignificant blacktop and sign. Contractor not notified.
49578	NW Communications	Property under condemnation. Deposit into court will be made prior to 10/1/78. 90 day notice given 2/24/78. Possession will be available 11/1/78 as 30 days required after payment for possession. Contractor will be given possession 11/1/78.
49591	White	Property under condemnation. Deposit into Court will be made prior to 10/1/78. 90 day notice given 8/31/78. Possession will be available 11/30/78. Contractor will be given possession 12/1/78.
49475	Raparelli	Access Rights under condemnation. Deposit into court will be made prior to 10/1/78. 90 day notice of possible dislocation given 8/31/78. No possession required. Contractor cannot interfere with access prior to 12/1/78.
49576	Fitts	Access Rights under condemnation. Deposit into court will be made prior to 10/1/78. No interference with existing usage Immediate possession.
49560	Fletcher	Property under condemnation. Deposit into court will be prior to 10/1/78. No interference with occupancy, immediate possession.
49588	U. S. National Bank	Awaiting option & Permit of Entry, only problem is getting Bank to execute; if no action is apparent by 9/18/78 an immediate filing and deposit will be made by 10/1/78. Minor asphalt paving and other appurtenances immediate possession upon deposit.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 11, 1978

RECEIVED
TECHNICAL SERVICES
SEP 12 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTE

TO: G. L. Green, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd, Manager
Right of Way Section

SUBJECT: Ross Island Bridge-S.E. 52nd Avenue Project
FAP #IX-24(7)
Ref.: HRW-OR

This is my item by item comments and assurances to you that the steps outlined in Mr. C. J. Mathias' letter of September 1, 1978, have been complied with by the Right of Way Section.

Item #1 - See attached Exhibit B - this Exhibit notifies all plan holders, that properties required to have 90-day notices by FHWA, will be unavailable until the date specified.

Item #2 - File #49475 - Raparelli - 90-day notice issued. Personal contact and benefit explanation given.

Item #3 - File #49578 - Ackerly Communication - this is an acquisition of a sign and sign site. There is no personal property to be moved. A 30-day notice was given to owner April 24, 1978, advising him if he chose he could retain and move signs. He has not moved the signs. We are now proceeding with condemnation on the basis of acquisition of site and sign. When a deposit has been made into Court, a 30-day notice to vacate site will be given.

Item #4 - File #49547 - Lillieborg - 90-day notice delivered. Personal contact made and relocation benefits discussed.

Item #5 - File #49559 - 1000 Realty - 90-day notice issued. Personal contact made, relocation benefits discussed.

Item #6 - File #49608 - Waco Scaffold - 90-day notice issued. Personal contact made and relocation benefits discussed.

Counsel advises, our legal complaint provides us with right to remove the improvement.

Item #7 - We have determined improvements to be removed by the contractor (see Exhibit C attached), they have been included in the "special provisions."

Item #8 - Audit - a file by file audit has been completed (see attached Exhibit A) on all acquisitions involving fee and P.E. takings.

Item #9 - We welcome a meeting with you to determine just what your expectations are from us in the matter of issuing "Notices to Vacate".

This meeting should be at our earliest mutual convenience.

I believe the explanation contained in the letter and the attached Exhibits meet the requirements set out in Mr. Mathias' letter. I am confident after your review of this material you will give your approval to proceed toward project construction.

JBB:DJL:jc;jk

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. Skoog

September 1, 1978

TO: G. L. Green, Division Administrator
Federal Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49548 - Archer
49559 - 1000 Realty
Ross Island Bridge-SE 52nd Ave.
Multnomah County
Project IX-24(7)

NOTED
E. S. HUNTE

Your letter of August 28, 1978 (HRW-OR) reiterates your prior request that we provide before and after appraisals in our documentation of subject files; and that the reviewing appraiser submit further explanation for the selection of Mr. Kolberg's appraisal on File 49559.

Because of the complex nature of these files, coupled with the probability that condemnation will be necessary, it has been deemed advisable to wait until legal actions have been filed. Both appraisers are aware of the need to prepare before and after appraisals and will proceed as soon as the date of valuation is firmly established.

The revised appraisals together with our revised review, including the reviewing appraiser's explanation, will be distributed to you as soon as they are completed. We will also ask for your concurrence at that time.

JBB:ob

cc - F. B. Klaboe
E. S. Hunter ✓
M. M. Mead
L. C. Grothaus

RECEIVED
TECHNICAL SERVICES
SEP - 1 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPART IT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: August 28, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon IX-24(7)
Ross Island Bridge-S.E. 52nd Ave.
Files 49559 and 49548

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

Attached are copies of our letter of January 31, 1978 and April 12, 1978 regarding additional appraisal documentation required for Files 49559 and 49548. As a basis for Federal participation, the State's appraisals should be prepared on a before and after basis in accordance with the State's approved Right of Way manual. In addition, the review appraisal, dated January 17, 1978, on File 49559 does not provide sufficient documentation for selection of the Kolberg appraisal as representing market value.

It is our understanding that these two files are being prepared for condemnation. In order to avoid any questions as to the extent of Federal participation, please provide the requested information.

GLGreen
G. L. Green

Attachments

cc:
Right of Way Mgr. Boyd (ODOT)
Frank Lowe, ODOT
Milner Mead, R/W (ODOT)

RECEIVED
TECHNICAL SERVICES
AUG 31 '78
REFER TO
Boyd
FOR

Info	Invest	R/O	D/R	Sign	Act	File
			X			

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 28, 1978

NOTED
E. S. HUNTER

TO: Glen L. Green, Division Administrator
Federal Highway Administration

RECEIVED
TECHNICAL SERVICES
AUG 29 '78
REFER TO
FOR

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Offer of Benefits
90-30 Day Notice
Oregon Project IX-24(8)
Ross Island Bridge-S.E. 50th Avenue
REF: HRW-OR X Ref. - IX-24(7)

A second question was raised in your letter of August 25, 1978 regarding offer benefits to the five files, 49546, 49547, 49559, 49575 and 49578 on the above subject project. The following is our position as to the offering of benefits.

File 49546 - Keller: The tenant was properly handled and has already received his relocation benefits.

File 49547 - Lillieborg: The appraisal determined that we did not displace the tenants, however, during the negotiation period this was discussed with the tenants and a report on this discussion is attached for your information. We do not believe that benefits should be offered to these persons until such time as it is determined during the course of the legal proceedings.

File 49559 - 1000 Realty: We are purchasing this personal property so there is no need to pay any relocation benefits.

File 49575 - Raparelli: Access only. In this file the appraisal indicated a portion of the property which is a store-service station-boat repair combination, was damaged as to its commercial potential and may possibly cause a dislocation of the business. We will determine immediately if the tenant is eligible for relocation benefits. If he is we will proceed to give notice of this fact and indicate that we will not disturb its present access for a 90 day period. Negotiations of this property were somewhat confused by the fact that the owner died during the process of negotiations and the estate problems by this sudden death confused the issue somewhat.

File 49578 - Ackerley: This acquisition is for the real property and the sign structure on the property. We do not believe that this large corporation with its many other holdings deserves any relocation benefits. We have been negotiating with them and have gone through the letter of offer and they are fully knowledgeable of their rights.

We would appreciate granting the right to contract during the 90 day period if we determine eligibility for relocation benefits on File 49575.

JBB:jk
attachment
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog
D. E. Swan

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 28, 1978

RECEIVED
TECHNICAL SERVICES
AUG 28 '78
REFER TO

FOR

Info	[illegible]	R/D	D/A	Sign	Act	File

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

JBBoyd

SUBJECT: 90-30 day notice
Oregon Project IX -24(8)
Ross Island Bridge - S. E. 50th Avenue
REF: HRW-OR X Ref - IX-24(7)

The question was raised in your letter of August 25, 1978 regarding 5 files, 49546, 49547, 49559, 49575, 49578 on the above subject project. We believe that each of these files have been properly handled. We also realize that there is a discrepancey between the technical requirements as we see them and the technical requirements as you see them.

File 49546 - Keller: On this file the tenant has vacated the premises, the 90 day notice was given but there is no purpose in giving the 30 day notice as the property is vacant.

File 49547 Lillieborg: We do not perceive that it is necessary to give 90-30 day notice when we don't actually dislocate the business. The property we are taking is parking and by virtue of this do not dislocate the tenant.

File 49559 - 1000 Realty: In this case we are taking personal property. The only act that the owner needs to do is to disconnect the pumps. There are still two pump islands, this business will not be dislocated nor affected to any great degree.

File 49575 Raparelli: Access only. It is our reading of this requirement that we have no right to give either a 90 or 30 day notice because we do not actually dislocate the property owner or his tenants with the taking of access only.

File 49578 - Vacant Land: Billboard. We are not dislocating a business but taking a portion of the owner's personal property.

In reading the OMB Circular, which supposedly interprets the Relocation and Real Property Acquisitions Act it definitely states actual displacement of ..... We believe this is a proper interpretation and should be followed.

In the interest of conciliation however, we will send a 30 day notice after payment provided you will hold the last four files out of the contract for the same time period as Archer. As to our policy as referred to in your last paragraph, we will make a general concession that in the questionable areas we will utilize a 90-30 day notice procedure in order to avoid this question being raised late in the project development. We request that you allow this project to proceed to advertisement with the above subject changes as to a 30 day notice being given to the last 4 files.

JBE:lb

xc: F. B. Klaboe
E. S. Hunter
D. W. Moehring
V. E. Skoog
D. E. Swan

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: August 25, 1978

In reply refer to: HRW-OR
XRef: IX-24(7)

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge - SE 50th Avenue
(Portland)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Office of Technical Services, ODOT

Federal-aid Manager Swan's letter of August 25 requested that the requirements of Paragraph 5 of FHPM 6-4-2-1 and Paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy, and use at the anticipated advertising date) be waived as being in the public interest for this project.

It was indicated that 14 parcels are being processed for condemnation. Included are five properties (Files 49546, 49547, 49559, 49575, and 49578) where the State's acquisition may cause a displacement or may cause a business to move from the real property being acquired.

Before this request can be processed, please provide the following information:

1. Have the 90 - 30 day notices been provided, as required by Paragraph 7d of FHPM 7-5-2?
2. Have those businesses or residential properties, which are otherwise eligible, been provided or advised as to their relocation benefits? (This would include businesses or residences that might be eligible because of a partial acquisition under Paragraph 4a(2) of FHPM 7-5-3.)

RECEIVED
TECHNICAL SERVICES
AUG 2 '78
REFER TO
FOR
Info

We also request the State's policy concerning the issuance of the 90 - 30 day notice in those instances where a portion of a business property is being acquired which may not displace a business but will cause a business to move from real property being acquired - such as partial acquisition of improvements, parking, access control, etc.

G. L. Green

cc:
ODOT (D Swan, FA Sec, Ofc of Proj Mgmt)
ODOT (J Boyd, R/W Sec, Ofc of Tech Svcs)
Mathias (2)

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

RECEIVED
TECHNICAL SERVICES
AUG 25 '78
REFER TO
FOR
Info

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Ross Is. Br. - S.E. 50th Ave. (Portland)
Federal Aid Project No. IX-24 (8)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the abovementioned project. This project is being prepared for a bid opening date of September 21, 1978 with a three week advertising period beginning August 31, 1978.

On this project 14 parcels are being processed for condemnation and 5 parcels have been optioned, but payment has not been completed. The complaints will be filed and all payments will be made prior to bid opening. The files under condemnation are:

49543 - Merrill
49544 - Pagni
49546 - Keller
49547 - Lillieborg
49559 - 1000 Realty
49560 - Bergman
49575 - Raparelli
49576 - Low
49577 - Raabe
49578 - Grace & Co.
49588 - Ray Co.
49591 - White
49605 - Feegas Corp.
49622 - Humble Oil Co.

The 5 files being processed for payment are:

49570 - Froom
49571 - Cummings
49573 - Selling
49612 - Gattuccio
49639 - Hearn

There is also one file (49548 - Archer) that will not be cleared by bid opening. The taking includes portions of three service station islands and the owner will require 30 days notice to remove the gas pumps from the right-of-way. A complaint will be filed and deposit will be made into court before the bid opening, but the owner will not be required to vacate the property until October 15, 1978. The contract specifications will restrict the contractor from using this property until after October 15, 1978.

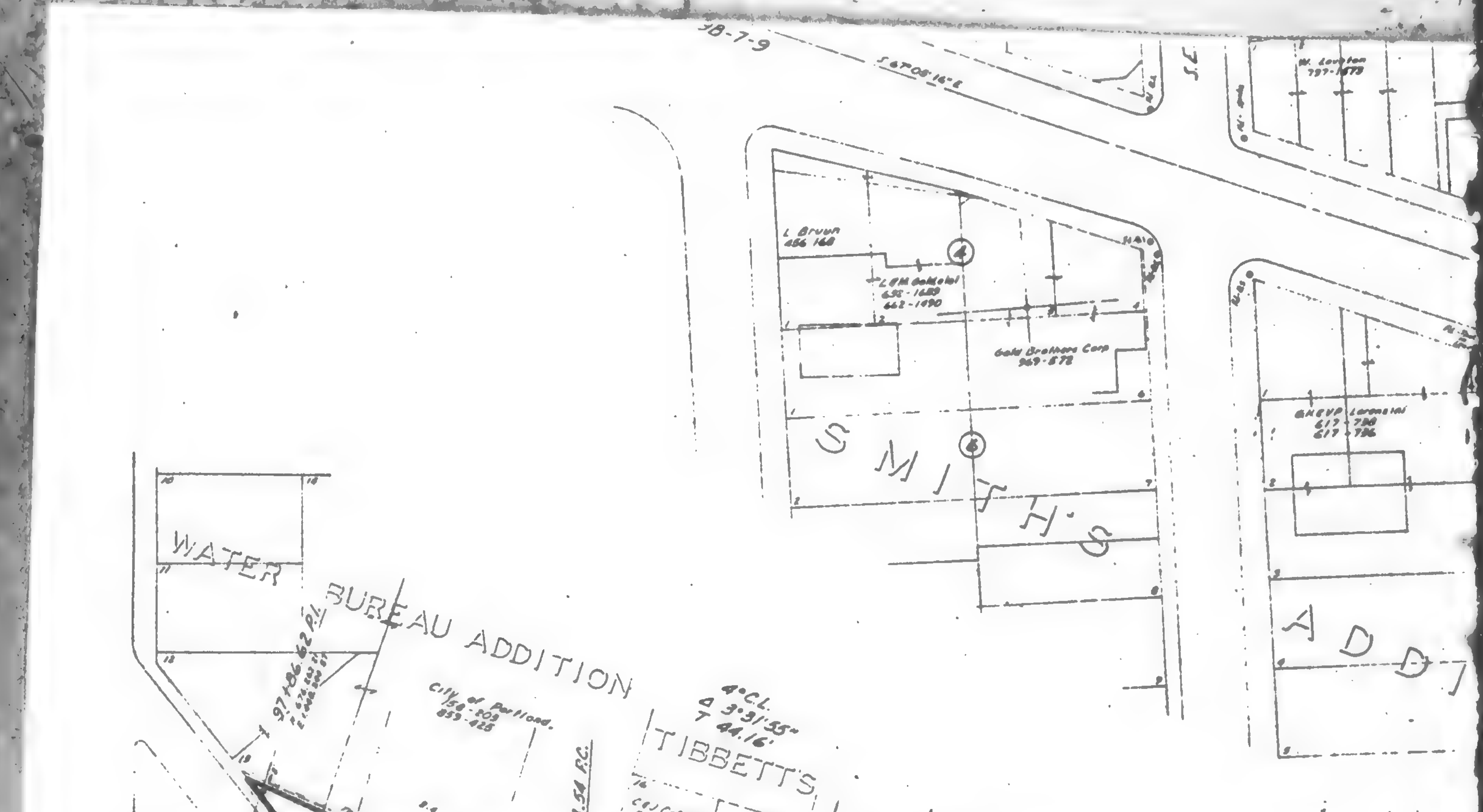
One other file "City of Portland" file No. 49604 is not clear for the contractors immediate use which contains a city garage building that will not be vacated until September of 1979. We have a permit of entry for the property with the exception of the garage building, this permit is dated September, 1979. The building is located at Powell and 11th Avenue.

It is our opinion that it will take up to four additional months to remove the front of the building and provide adequate support for the remainder of the structure, making the actual delay for this property until January of 1980.

Our Resident Engineer advises that this late site availability will not adversly affect or delay the project; however, adequate work day count will be required following the availability of the site to the contractors. The contract specifications will restrict the contractor from using the area occupied by the building until after January 1, 1980.

DAR:pf

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd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I & R Holzman
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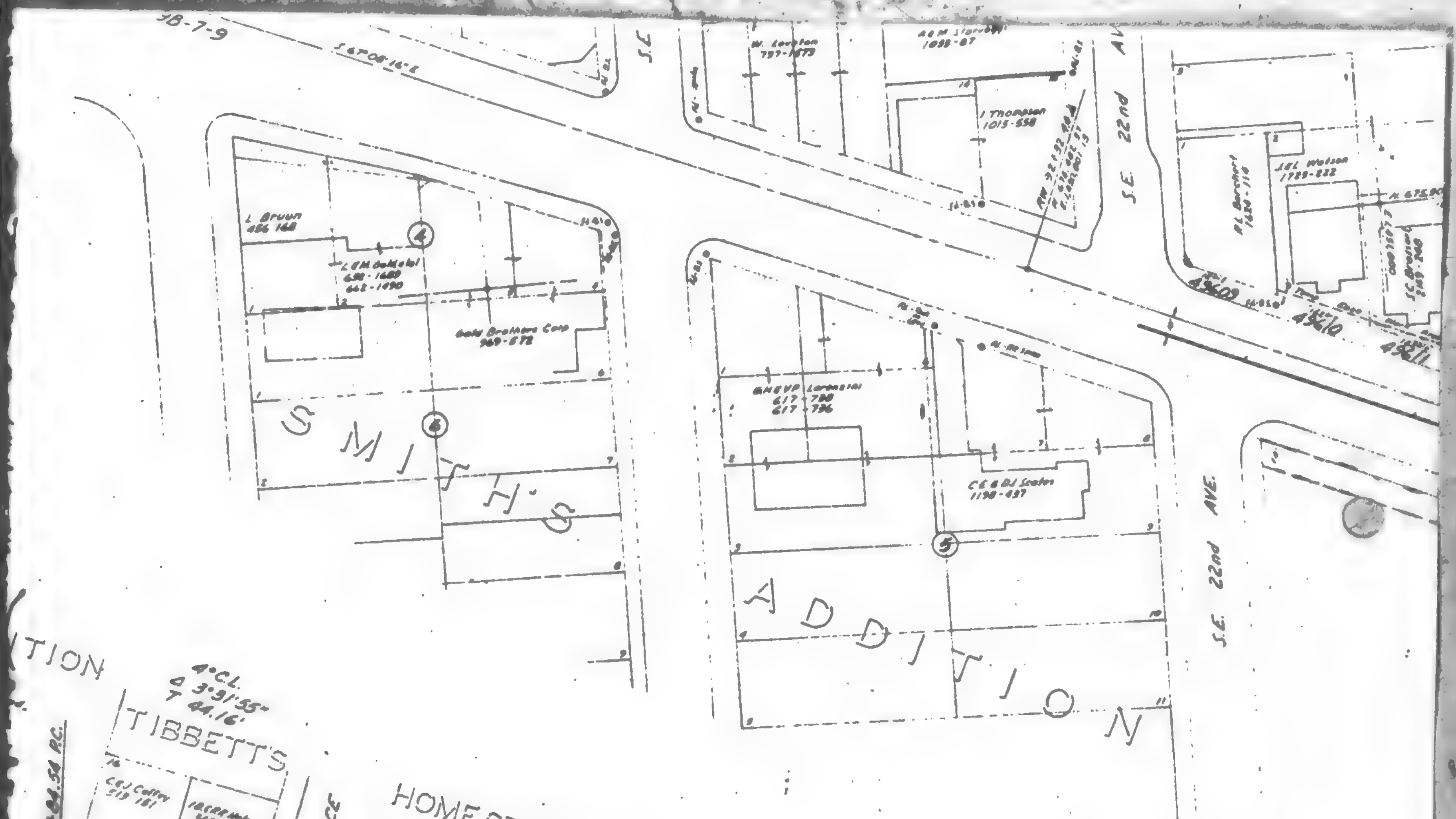
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I Thompson 1015-558
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Gold Brothers Corp 969-578
SMITH'S ADDITION
G H & V P Lorenzini 617-790 617-796
C E & D J Scates 1198-437
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ADD.
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100
200
300
400
Feet

August 16, 1978

NOTED
E. S. HUNTER

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 49604 - City of Portland
Ross Island Bridge-52nd Ave. Section
Mt. Hood Highway
Multnomah County
Federal Project No. IX-24(7)

On July 21, you requested written information concerning the status of our acquisition of the City shop building on Powell Blvd. from the City of Portland. Attached is a copy of a letter to the City of Portland outlining the problem and the response from the City of Portland.

We believe that these letters now adequately clarify the intent of both the City and the State in this acquisition.

RJH:jk
attachments
bcc: E. S. Hunter w/attach.
D. H. Moehring w/attach.

RECEIVED
TECHNICAL SERVICES
AUG 16 '78
REFER TO
FOR
R/D D/R Sign Act File

THE CITY OF
PORTLAND
OREGON

BUREAU OF
FACILITIES MANAGEMENT

1020 S.W. FRONT AVE.
PORTLAND, OR. 97204

August 10, 1978

Mr. Gene St. Clair
Asst. Metropolitan Right-of-Way Supervisor
Oregon State Highway Division
Department of Transportation Building
Salem, Oregon 97310

Re: Your File No. 49604

Gentlemen:

This is in response to the July 21, 1978 request by Mr. G.L. Green, Division Administrator, Federal Highway Administration, for written information from the City of Portland about compensation for the taking of City property on SE Powell Blvd.

The City understands that the State Highway Division is obtaining current appraisals of that portion of the shop building and land to be acquired by the State and estimates of the costs to erect a new front on the shop building and to restore the utility and mechanical systems affected by the taking of a portion of that building.

As to the amount of compensation, the City expects to be paid the current market value for its property and costs for repairs and restoration of services to the remaining structure. We anticipate reopening negotiations when your reappraisals have been completed.

Sincerely,

Allyn R. Staley
Facilities Manager

RECEIVED

AUG 14 1978

Metro R/W Dept.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metropolitan Branch
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 8, 1978

Mr. Earl Bradfish, Director
Office of General Services
Room 400, City Hall
1220 S. W. Fifth Avenue
Portland, Oregon 97204

File No. 49604-City of Portland
Ross Island Br.-SE 52nd Ave.
Mt. Hood Highway
Multnomah County
IX-24(7)

Dear Mr. Bradfish:

This letter will confirm our discussion held the afternoon of August 7, 1978, in your office regarding the acquisition of a portion of the city shops building and property required for the above project.

The Federal Highway Administration has stated that before proceeding to advertise this project they request written information from the city as to the amount of compensation they are requesting for the property to be acquired. I have been informed, as I indicated to you, that part of this written information should include a statement committing the city to accept the "fair market value" for the property needed to be acquired for the above project and not "functional replacement" for the building. You have agreed to provide this letter as soon as possible as it is urgently needed to meet the scheduled contract letting in September 1978.

We have agreed to reopen negotiations with the combined intent of reaching an agreement when the reappraisals have been completed. I have been informed that we should be completing these appraisals near the end of August, 1978. As agreed with Mrs. Cassidy these appraisals will be open to both parties during the negotiation.

You have informed me that the city awarded a contract to construct a new facility for the shops upon city property in Stanton Yard. You further stated that your present schedule indicates that the shops facility will be moved to the new facility in June 1979 to allow ample time for the city to raze the shops building by September 1, 1979. I have checked with Don Adams, Metro Project Development Manager and Mr. Adams informs me that the September 1, 1979 date is the latest we can accept and still meet our construction schedule.

It was a pleasure meeting you. I look forward to further negotiations with Mrs. Cassidy when our appraisals have been completed. I am sorry to repeat the urgency of obtaining the letter of assurances, discussed previously, as soon as possible in order to meet our present schedule.

Very truly yours,

GENE ST. CLAIR
Assistant Metropolitan
Right of Way Supervisor

GSC:jb

cc Don Adams

Form FHWA.121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 21, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project 1X-24(7) Ross Island Bridge - SE. 52nd Avenue (Powell Blvd.)

FROM : G. L. Green, Division Administrator

TO : E. S. Hunter, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Concerning the City of Portland File 49604, the State has not been able to negotiate a monetary settlement involving the acquisition, removal, and reconstitution of the front wall of the City Shop Building. Inasmuch as the acquisition involves only a small portion of the building, and the building can be made whole based on a cost to cure approach, it is not clear as to the reasons this matter cannot be settled before the project proceeds to construction.

Before proceeding to advertise this project, we request written information from the City as to the amount of compensation they are requesting for the property to be acquired.

JMalther for
G. L. Green

cc:
ODOT (Boyd, R/W)
ODOT (Swan, Proj. Mgt.)
OSHD/Metro (Boothman)
Project File
Mathias (2)
Christenson

RECEIVED
TECHNICAL SERVICES
JUL 24 '78
REFER TO
Boyd
FOR

Info	Invs.	R/D	D/R	[illegible]	[illegible]	[illegible]
			X		X	

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 12, 1978

In reply refer to: HRW-010

SUBJECT: Oregon Project IX-24(7)
Ross Island Br.-S.E. 52nd Ave Sec.
File 49559

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

The review appraisal dated January 17, 1978, makes a determination that just compensation for the part taken including damages if any to the remainder is $79,000. The damages are shown as $33,250. The State secured two appraisals, both on a taking basis only which were in the amount of $79,000 and $94,250. The reviewer's selection of the $79,000 is based upon the following statement: "I do not agree with the allocation or procedure of either appraiser, it is my opinion the appraisal of Mr. Colberg more nearly reflects market value."

As a basis for Federal participation, please place the appraisals on a before and after basis in accordance with the State's procedures as set forth in the Right of Way Manual. In addition, the reviewer appraiser is requested to more clearly set forth the reasons for the selection of the Colberg appraisal as reflecting market value.

G. L. Green

cc:
J. B. Boyd, R/W Mgr. (ODOT)
M. Mead, R/W (ODOT)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center St.- Salem, OR 97301

DATE: January 31, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island Br.-S.E. 52nd Ave.
Files 49559 and 49548

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Our review indicates that before and after appraisals should be prepared on the above mentioned files. On File 49559 both fee appraisers prepared their appraisals for a taking only. On File 49548 fee appraiser Kolberg prepared his appraisal on a taking only basis. In both instances there are substantial damages to the remaining property.

Regarding File 49559, it may be appropriate to limit the before and after appraisal to the service station portion of the property unless the State believes damages might accrue to other portions of the property such as the Safeway store. As a basis for Federal participation, the State should prepare before and after appraisals in accordance with their approved Right of Way Manual.

Regarding File 49559, the review appraisal dated January 17, 1978, does not provide sufficient documentation for the selection of the Kolberg appraisal as representing market value. Please have the review appraiser provide adequate documentation.

G. L. Green

No review of appraisals was made but it was noted that State was not making B&A & reviewer did not support "opinion" that Kolberg's appr. represented M.V. Called Mead

Called Mead again & he says B&A are to be prepared as State will file con on these cases. 5/10/78

cc:
Right of Way Mgr. Boyd (ODOT)
Milner Mead, R/W (ODOT)
Frank Lowe, R/W (ODOT)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-24(8)
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	10-18-78	Primary 24	Primary 28

GENERAL LOCATION:

Ross Island Bridge - S.E. 50th Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Temporary Lighting by Portland General Electric

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☑ CONSTRUCTION - PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 11-22-78, this will confirm the advance authorization to proceed under the provisions of FHPM 6-4-1.14 for the installation of temporary lighting by Portland General Electric effective 10-18-78 by Mr. C. T. Christianson as being in the public interest. Provisions of FHPM 1-7-2 apply. TEC $36,715.51.

NOTED
F. B. KLABOE

12-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-27-78	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~ROW 18-4~~

November 22, 1978

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson
Area Engineer

Temporary Lighting
Portland General Electric Company
Ross Island Bridge-S.E. 50th Avenue
(Portland) Section
Mt. Hood Highway (S.E. Powell Blvd.)
Multnomah County
Project No. IX-24(8)

Gentlemen:

Reference is made to Mr. D.E. Swan's letter of September 27, 1978, which submitted an estimate and sketch for the installation of temporary lighting on the subject project, and to your memorandum dated September 29, 1978, which set forth certain restrictions in accomplishing the installation of the temporary lighting.

Subsequent to the receipt of your September 29, 1978 memorandum, further details associated with the installation of the lighting were supplied your office. Major points were that (1) Pacific Northwest Bell Telephone plans to utilize the temporary lighting poles for the temporary relocation of their aerial facilities, and (2) the State wished to accomplish the installation of the temporary lighting and the relocation of the Pacific Northwest Bell facilities prior to, or during the very early stages of the contract work. Based on the additional information supplied, F.H.W.A. gave advanced authorization for P.G.E. to proceed with the installation of temporary lighting as of October 18, 1978, subject to P.G.E.'s submission of a certification of compliance with nondiscrimination regulations.

Enclosed you will find Portland General Electric Company's certification of compliance with nondiscrimination rules and regulations. Your approval of the actual cost agreement as submitted with our September 27, 1978 letter and confirmation of your advanced authorization to proceed with the work as of October 18, 1978 is requested. Estimated cost to the State for the temporary lighting installation is $36,715.51.

Yours truly,

Jack M. Cartwright
Utility Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 22 '78
REFER TO
FOR

JMC/seb
Enclosure
cc: E. S. Hunter
D. E. Swan
Gary Kennen

AN EQUAL OPPORTUNITY EMPLOYER

8866

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-24(8)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80261

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 8-30-78

DATE AUTHORIZATION EFFECTIVE: 11-21-78

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

Ross Island Bridge - S.E. 50th Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Grade, pave, structures, signing, illumination, and signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $9,000
Temporary Pavement Striping (S.F.) $7,500
Temporary Erosion Control $2,000
On the job Training $4,800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-20-78 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,060,554.

A signed copy of the Title Sheet is returned herewith.

12-19

DATE: 11-21-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8860

November 13, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: September 21, 1978 Bid Letting
Job 12, Ross Island Dr.-S.E. 50th Ave. (Portland)

By October 3 letter, Scott recommended award to the only bidder, Cascade Construction Company, Inc. of Portland, subject to FHWA concurrence in award. Chairman Jackson approved award October 5 subject to FHWA concurrence.

Extensive efforts have been made to obtain FHWA concurrence in award. We have been unsuccessful.

Therefore, I recommend your concurrence in rejecting bid and readvertise the project as soon as practical.

7760   26

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1978

Mr. John McCulloch
Assistant Attorney General
Department of Justice
Trial Division
Room 100 State Office Bldg.
Salem, Oregon 97310

RE: File 49578, L-7640
Ackerley Communications
Inc.
Ross Island Bridge-52nd
Avenue Section
Mt. Hood Highway

Dear Mr. McCulloch:

Here are two letters concerning the right-of-way on this file. Bill Barber has asked that the right-of-way be reduced and Resident Engineer, H. M. Fillmore has indicated that all the right-of-way may not be needed.

Mr. Fillmore is in error. All the property is required for the project and we should not consider releasing any portion of it.

Very truly yours,

Rod Henry

Rod Henry, Assistant
Right of Way Manager

RJH:jk
attach.
cc: L. C. Grothaus
Marion Craft
H. M. Fillmore
J. H. Versteeg w/attach.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
3 Scott

Anderson

RECEIVED
NOV 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Form 734-3122 (Rev. 7-77)

H.M. Fillmore
3700 S.E. 92nd St.
Portland, OR 97266
OREGON STATE
HIGHWAY DIVISION

Powell Project
Ackerley File 49578

November 3, 1978

William A. Barber
Real Estate Manager
Ackerley Communications, Inc.
715 N.W. Everett
Portland, OR 97232

Re: Lot 6, Block 7 Rafferty's Addition
to East Portland, Multnomah County

Dear Mr. Barber

I am in receipt of your letter of October 31st and it is not entirely correct. I am a Resident Engineer for the construction of the project and do not have authority nor can I speak for the Highway Department beyond the construction period.

I told you that the entire lot would be needed during construction, that the structure would be very close to the building on the adjacent lot to the west and that the area adjacent to 7th street would be needed for a work area. You asked if the area next to 7th would be available after construction and I answered that it was a possibility.

I emphasize again that the entire lot is needed during construction and permission to use any part of it after construction would have to be authorized by someone other than me.

Yours very truly,

H M Fillmore

H.M. Fillmore
Resident Engineer

cc: Louis Grothaus
Marion Craft

RIGHT OF WAY SECTION
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Metro R/W Dept.

E-123

ACKERLEY
COMMUNICATIONS inc.

OCTOBER 31, 1978

MR. MORT FILMORE
RESIDENT ENGINEER
DEPT. OF TRANSPORTATION
HIGHWAY DIVISION
3700 S.E. 92ND AVENUE
PORTLAND, OREGON 97266

RE: LOT 6, BLOCK 7 RAFFETY'S ADDITION TO EAST PORTLAND
MULTNOMAH COUNTY, OREGON

DEAR MR. FILMORE:

THIS LETTER IS IN REFERENCE TO OUR TELEPHONE CONVERSATION OF YESTERDAY, MONDAY, OCTOBER 30TH.

I UNDERSTAND FROM OUR CONVERSATION THAT THE HIGHWAY DEPARTMENT WILL NOT NEED THE EXTREME EASTERLY PORTION OF THE PROPERTY FOR THE PLACEMENT OF THE PEDESTRIAN OVERPASS. THE PORTION THAT IS NOT NEEDED BEGINS AT THE POINT WHERE A PART OF THE PROPERTY WAS TAKEN FOR STREET PURPOSES - THIS IS APPROXIMATELY 20 FEET OF THE EAST END OF THE ABOVE-DESCRIBED LOT.

WE DO UNDERSTAND HOWEVER, THAT THE PROPERTY WILL BE NEEDED BY THE CONTRACTOR WHILE CONSTRUCTION IS UNDERWAY, BUT ONCE CONSTRUCTION IS COMPLETED THE PROPERTY WILL NOT BE NECESSARY FOR THE DEPARTMENT OF TRANSPORTATION TO MAINTAIN THE PEDESTRIAN OVERPASS.

BY COPY OF THIS LETTER WE ARE REQUESTING OUR LEGAL COUNSEL TO DISCUSS WITH THE DEPARTMENT OF TRANSPORTATION THE EXCLUSION OF SALE OF THE PROPERTY THAT WILL NOT BE NEEDED, SO THAT ACKERLEY COMMUNICATIONS MAY CONTINUE TO MAINTAIN AN OUTDOOR ADVERTISING STRUCTURE AT THIS LOCATION.

VERY TRULY YOURS,

WILLIAM A. BARBER
REAL ESTATE MANAGER

WAB:DM

CC: MR. DONALD JOE WILLIS
ATTORNEY AT LAW

715 N.E. Everett, Portland. OR. 97232/Phone: (503) 232-3111

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

October 31, 1978

Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Attention: Gerald Wimer

RE: Ross Island Bridge - S. E.
50th Avenue (Portland) Section

Dear Sir:

Confirming our telephone conversation on October 31, 1978, we agree to be bound to our proposal for the above referenced project until November 30, 1978, thus establishing a special agreement to the Standard Specifications Section 103.02.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

C. E. (Pete) Idlewine
President

CEI:mk

cc: File

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
Bob Cothman copies sent 11-1-78
SHM
Ed Hardt
C.T. [illegible]
D.E. Swan
Gerald Wimer
Cecil Head

PROJECT MANAGEMENT
CCE ☐ OM ☐
TAE ☐ OPE ☐
1 1978
File: PM FA
Anita LG GP

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

5x60

ENV 6-5

October 29, 1978

Department of Environmental Quality
Air Quality Control Division
1234 S.W. Morrison
Portland, Oregon 97205

ATTN: Program Development Section

SUBJECT: Ross Island Bridge-52nd Ave. Section
Indirect Source Permit
AQ Highway File No. 26-6029
Date of Issuance, July 29, 1977

Gentlemen:

We are submitting an interim Construction Progress Report, as required by item #2 of the subject permit. As of this date our construction has been delayed because of design decisions and financing problems. Our anticipated contract schedule is for a December 14, 1978 letting.

This is an existing highway route that has been in continuous operation for many years and will remain so.

Very truly yours,

D. E. Swan
Operation Programming Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

DES:fkc

cc: Gary Potter

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-12-72

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-24(8)

STA ROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80261

TO:

Mr. F. B. Klaboe
Asst. Director for Operations (ODOT)
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 24
8-30-78	10-16-78	STATE ROUTE NUMBER	Primary 26

GENERAL LOCATION:

Ross Island Bridge - S.E. 52nd Avenue

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment
City of Portland - Bureau of Water Works
TEC NTE $113,060

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-27-78, you are now authorized to proceed with the actual adjustments of the City of Portland - Bureau of Water Works facilities. Reimbursement on an actual cost basis is approved. The agreement with the subject Utility is approved.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan
10-26

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8860 80N

Salem, Oregon
October 12, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

R. N. Bothman, Administrator
Metropolitan Branch

Right-of-Way Acquisition Process
Powell Blvd.
Banfield Transitway Project

At the recent I.D. Team meeting it was stated that Metro Design would prepare the right-of-way maps for the Banfield project and thus avoid all the confusion that was experienced on the Powell Blvd. project. I discussed the Powell Blvd. right-of-way acquisition with Rod Henry, Floyd Scott, Lyle Watson and Bud Mann and report the following:

1. The Metro office prepared and submitted the right-of-way maps on the Powell Blvd. project.

2. The Right-of-Way Descriptions Unit (Floyd Scott) wrote the descriptions based on the Metro maps and submitted them to the Right-of-Way Section.

   Ross Island Br.-SE 50th Ave. Map 9B-15-5

   Received data from Metro on March 14, 1977
   Submitted 23 Files (39 Parcels) to R/W April 6, 1977
   Submitted 20 Files (23 Parcels) to R/W April 15, 1977
   Submitted 21 Files (32 Parcels) to R/W April 25, 1977
   Submitted 19 Files (21 Parcels) to R/W April 28, 1977

   TOTAL 83 Files/115 Parcels

   Began work March 16, 1977
   Completed work April 28, 1977 } 32 Working Days

   Revised 32 Files between May 17, 1977 and August 18, 1978 (39%)

3. Bud Mann and Lyle Watson detailed a project for the construction plans from the design information submitted with the Metro Location Survey.

4. When the project was detailed in Final Design, minor deficiencies appeared in the original assumptions for right-of-way takings that had to be resolved. It was necessary to revise right-of-way takings and descriptions to avoid excessive damages to remaining property and to provide reasonable access.

5. A few of the reasons for revising the right-of-way takings submitted by Metro are as follows:

   a. The access to the front door of the Jolly Roger Restaurant as designed was unacceptable. As field data was incomplete this information was requested and a reasonable access was developed for the Jolly Roger Restaurant.

   b. The proposed taking from the service station on 39th Ave. damaged the property severely. As field data was incomplete additional information was requested. The taking from the service station was redesigned and the cost of the right-of-way acquisition and damages was substantially reduced.

   c. The sidewalk slopes along the city park property required a slope easement. To avoid any 4f involvement the slopes were steepened and these easements were revised.

   d. Two pedestrian crossings were added to the project requiring additional right-of-way not included in the original submittal.

   e. Right-of-way for wall footings and that needed for construction was added in the detailing of the project by Final Design.

These were but a few of the right-of-way deficiencies that were found during the detailing of the project. Considering the pressure on everyone to complete the project at the earliest possible date and the complexity of the project, I think that everyone did an outstanding job of getting the job to the PS&E phase. In this group I would include the Resident Engineer, Metro Design, Right-of-Way Descriptions, Right-of-Way Section, the Metro Right-of-Way Supervisor and his staff.

Nothing can be accomplished by pursuing this matter further but I thought it was important to present my views on the Powell Blvd. right-of-way acquisition process. Thirty-two file revisions were made between May 17, 1977 and August 18, 1978. Copies of the revision requests are attached.

JHV:jh
Attachment
cc: E. L. Hardt
Gary Potter
Frank Terpin
Len Wallace
Rod Henry

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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BY FINAL DESIGN ENGINEER

Ross Isl. Br. — S.E. 39th Ave. Map 9B-15-5

Rec'd data from Metro March 14, 1977

Subm.	23	Files	(39 Parcels)	to R/W	April 6, 1977
"	20	"	(23 ")	" "	April 15, 1977
"	21	"	(32 ")	" "	April 25, 1977
"	19	"	(21 ")	" "	April 28, 1977
Total	83	"	(115 ")		

Began work March 16, 1977
Completed work April 28, 1977 } 32 Working Days

Revised 32 Files between May 17, 1977
and Aug. 18, 1978 (39%)

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DIRECTOR'S FILE

2

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

[illegible]
[illegible]
10-12

October 11, 1978

Mr. Gary D. Gayton
Special Assistant to the
Secretary
Department of Transportation
Room 10200 Nassif Building
400 Seventh St., S.W.
Washington, D. C. 20590

Dear Mr. Gayton:

On September 21, the Oregon Transportation Commission took bids on FA Project IX-24(8), the Ross Island Bridge-S.E. 50th Avenue Section in Portland, Oregon. Cascade Construction Company, Inc., of Portland was the only bidder on the job. His bid was $3,699,995 and the engineer's estimate was $3,323,515. The bid was therefore 11.3 percent over the estimate. The Transportation Commission recommended to the Federal Highway Administration that the contract be awarded to the bidder but FHWA would not concur in the award. A copy of their letter of nonconcurrence is attached. I shall address the three points raised in the FHWA letter.

Point 1. It is abnormal to receive only one bid on a project of this magnitude. That's true. However, the number of bidders per contract in Oregon during the past year has declined due to the large amount of work of all kinds, including EDA and other nonhighway federal construction projects. To make matters even worse, this is an extremely complicated job on a very busy urban arterial. It is the type of job that is most attractive to local bidders, as it is broken up into many stages of work. Upon checking with other contractors in an attempt to identify reasons for their not submitting bids, Highway officials were informed that they already have enough work and that they just weren't interested in a job as complicated and lengthy as this one.

Under the circumstances, there is no guarantee that additional bids would be received if readvertised in the future.

Point 2. The bid was 11.3 percent over the engineer's estimate. Normally, the Commission awards bids to even a single bidder if the proposal is within 10 percent of the estimate. The 1.3 percent that their bid exceeds this 10 percent amounts to about $40,000. The Oregon Department of Transportation has reanalyzed their estimate and stated that they were low on three items which would much more than make up the $40,000. Since this bid was received from a contractor with an excellent reputation for doing good work in a timely fashion, it is unlikely that to rebid in the near future would result in lower bids. It's more likely, in my view, that bids would be higher due to the rapid inflationary pressures on construction work in the metropolitan area in particular and the United States in general. For instance, in the last quarter, the inflation rate for construction projects in Oregon was 17.4 percent. Although that is unusually high, an annual rate of about 15 percent would more than offset the 1.3 percent in a single month of delay.

Point 3. There are a number of right-of-way restrictions. This is true but they were a part of the contract. In the opinion of the Highway engineers, none are very significant. All but two of the restrictions will be lifted by the terms of contract by December 1, 1978. Since the contractor would be mobilizing during the period between now and then and, since utility moves would be the first order of business, these restrictions are of no consequence.

Of the other two restrictions, one would be eliminated by April 1979 and would not hinder the prosecution of the job.

The remaining restriction, to be lifted on January 1, 1980, encompasses the eventual cutting off of the front of a building. It would still remain as a restriction if the job were readvertised in the next few months. To delay the contract a year and four months to remove this restriction would probably increase the cost of the job 16 percent (a 1 percent increase per month) and add over $500,000 to the cost.

In addition to all these reasons, a delay in award of several months could result in the project carrying over to 1981 instead of the anticipated completion in the late summer of 1980. A contractor would also have to take inflation into account under these circumstances and the public would be denied use of the improved facility for that period of time.

In summation, it is my belief, supported by the Mayor of Portland (a copy of his letter is enclosed) and the Transportation Commission, that this project should be awarded now and not delayed. It is a very badly needed improvement and there is no assurance that the cost and bid situation will improve.

Sincerely,

LOREN KRAMER
Executive Assistant
to the Governor

LK/jh
encls.

cc: Robert Burco, Director
Department of Transportation

RECEIVED
OCT 11 1978
OFFICE
DIRECTOR of TRANSPORTATION

8560

26

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: C. T. Keasey
Construction Engineer

DATE: October 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Pedestrian Signal Installation
Ross Island Bridge-S.E. 50th Avenue (Portland) Section
Mt. Hood Highway (S.E. Powell Blvd.)
Multnomah County

Plans for a pedestrian signal at S.E. 47th Avenue were not completed in time to be included in the subject project. Rather than delay the entire project, it was decided to let the contract without the pedestrian signal and make the installation by Price Agreement with the contractor.

Attached are two copies of the completed plan and Special Provisions for the signal. Please initiate a Price Agreement to perform this additional work under the contract.

This is a Federal-Aid Primary project. Federal Highway Administration approval should be obtained.

1 Versteeg
2 [illegible] DOC
George
Olson
Terpin
3 Sullivan JWS
Scott
Anderson

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OCT 12 1978
ENGINEERING SECTION

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Paul - file copy
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o.b.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

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LPD:cs

Attachments

cc: E. L. Hardt w/att.
H. M. Fillmore w/att.

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UE OCT - 9 1978 RSC
SO REGION I RBI
TO

CC: Hal Versteeg (letter only).
If we readvertise, how about adding this to the project for bidding? ELH

DOC reviewed with McClure.
Copy of letter to Don Adams requesting they keep Ed Hardt informed on progress of 47th Pedestrian Xing J.W.

886

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 4, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge-S.E. 50th Ave.
Contract Award

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

By October 3 letter Mr. Moehring requested our tentative concurrence in award of the contract for the subject project. The project received only one bidder with the bid being 11.3% over the Engineer's estimate.

We are concerned that only one bidder submitted a bid on this project. This is quite abnormal for a project of this nature. It seems apparent that the project as proposed was considered unattractive to the prospective bidders as attested to by the large number of plans taken out compared to the number of bids received.

It is quite possible that the unusually large number of right-of-way restrictions made the project uninviting, as this is not your normal mode of operation. This is not a favorable situation and steps should be taken to alleviate the uncertainty that must have been in the minds of the prospective bidders.

It is suggested that the award of this contract be denied and that the project be readvertised after the right-of-way restrictions can be removed to allow the contractors more certainty in bidding the work. Accordingly, we cannot concur in your request for tentative concurrence.

GLGreen
G. L. Green

cc:
D. H. Moehring (ODOT)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 5 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 3, 1978

RECEIVED
TECHNICAL SERVICES
OCT 4 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Ross Is. Br. - S.E. 50th Ave. Section
Oregon Project No. IX-24(8)

Tentative concurrence is requested in the award of contract for the subject project. This bid was received on September 21, 1978 with Cascade Construction Company Inc. of Portland submitting the low bid in the amount of $3,699,995.00 which is $376,480.00 or 11.3% over our Engineer's estimate of $3,323,515.00. No other bids were received for this project.

Although we only received one bid on this project we feel we received a reasonable bid. Cascade Construction Co. was the only bidding plan holder interested in the project that was contacted that had a firm asphalt supply for the contract period. There were 60 sets of plans and specifications taken out for this project, 15 of which were bidding plans, 45 were informational plans, indicating no lack of advertisement or interest.

We believe our Engineer's estimate was too low in several areas. Temporary protection and Direction of Traffic should have been higher by about $140,000 to provide for 24 hour per day attendants to maintain traffic controls and directional devices. The Illumination items; switches, conduits,

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

wiring and lamps should have been estimated higher by about 20% or $57,000. We have reassessed the construction complexity of the curved portion of the structure. Readjustment upwards of the cost in place concrete prices accounts for an additional $33,000 revision to the estimate.

Revising our Engineer's estimate upwards by these amounts leave the bid only 4.12% over our estimate which we feel is reasonable. Were we to readvertise for new bids we would increase our estimate by these amounts increasing it to $3,553,515.00 and with the same bid amount returns us to the 4.12% over the estimate.

On August 25, 1978 we requested a right-of-way waiver for this project siting 23 files that were not clear at the advertising date. On September 7, 1978 a Revision Letter No. 1 to the contract specifications was mailed out to plan holders and sent to the FHWA for approval. In our right-of-way section's letter to you of September 29, 1978 we stated that "we now have right of possession of all right-of-way except those parcels listed in Revision Letter No. 1, and that attempts are being made to obtain a right of entry on all parcels that are not yet available".

The Revision Letter No. 1 stated that all but two parcels would be clear for construction after December 1, 1978. It is our oppinion that the right-of-way restrictions will not cause any problem, delay or extra cost to the project, especially when all but two of the files will be clear by about the time the contractor gets moved on to the job (December 1, 1978).

This project has a 435 calendar work day period, which if awarded by the middle of October 1978, will be completed by June 30, 1980. Of the two parcels mentioned above one will be clear by March 1979 and the other one by January 1, 1980 leaving six full months to complete this one little area 250 feet long consisting of sidewalk, three driveways and fencing on the left edge of the right-of-way.

Your approval of the right-of-way waiver and your tentative concurrence in award of contract is requested.

DAR
bc H.S. Coulter
E.S. Hunter✓
J.B. Boyd

POWELL BOULEVARD NEWS

Published by the Oregon Department of Transportation September, 1978

NOTE
HUNT

PUBLIC HEARING SHOWS SUPPORT FOR PROJECT

Over 250 Southeast Portlanders packed the Kellogg School Auditorium on June 21, 1978, to air their opinions on proposals to improve Powell Boulevard from S.E. 50th to S.E. 92nd. Approximately 70 persons offered oral or written comments at the public hearing on plans developed by the Oregon Department of Transportation. An analysis of their testimony shows that 78% favor some improvements to Powell Boulevard with 52% favoring something beyond a minimum revitalizing both the boulevard and the neighborhoods.

"VARIABLE WIDTH PLAN" FAVORED

Four alternatives to upgrade Powell Boulevard, including the no-build option, were presented at the hearing. The "variable width plan" which calls for 30 to 100 feet of additional right-of-way on the south side of Powell received the most support from hearing participants. Technical studies identify this alternative as the most beneficial to adjacent neighborhoods.

NEW BUILD IDEA PROPOSED

Another idea for Powell Boulevard suggested at the public hearing was to widen Powell within the existing right-of-way. However, at major intersections some right-of-way would be required to provide space for left-turn refuges. Parking on the south side of Powell Boulevard would be removed and a computer-controlled signal system would be installed. The vehicle travel lanes would be widened but this would not significantly improve traffic flow, pedestrian safety, vehicle safety or boulevard appearance through the neighborhood.

PUBLIC HEARING RECORD AVAILABLE

A complete record of the public hearing including all oral and written testimony is compiled into an official hearing transcript which is available for review. This document and other project information can be obtained by contacting Stephen D. Crouch, Project Coordinator, Oregon Department of Transportation, Metro Branch, 5821 N.E. Glisan Street, Portland, Oregon, 97213, 238-8460.

PORTLAND CITY COUNCIL TO HOLD HEARING

A decision on which of the four alternatives will be selected for Powell Boulevard will be made by the Portland City Council in November. All interested parties may attend this City Council hearing and voice their preference on the project. Check your local newspapers to confirm the exact date, time and location of this meeting.

POWELL TIMETABLE

Based on testimony received at the hearing, and the facts presented in environmental documents, a design alternative will be selected. The Final Environmental Impact Statement is anticipated for completion in early 1979. Right-of-way purchase could then begin in the spring of 1979 with construction starting in the fall of 1981.

CONTRACT AWARDED FOR PHASE I

The long planning and preparation process for Powell Boulevard from the Ross Island Bridge to S.E. 50th Avenue recently paid off. The Oregon Transportation Commission received construction bids for this stretch of Powell Boulevard on September 21, 1978, and the contract was awarded to Cascade Construction for $3.7 million.

Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan St.
Portland, Oregon 97213

Hunter

BULK RATE
U. S. POSTAGE
PAID
Permit No. 681
Portland, Oregon

RECEIVED
TECHNICAL SERVICES
OCT 12 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8860

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

Memorandum

DATE: September 29, 1978

In reply refer to: HFO.8-OR

SUBJECT: Temporary Lighting
Portland General Electric Company
Ross Island Bridge-W.E. 50th Ave.
(Portland) Section—Multnomah County
Mt. Hood Highway (S.E. Powell Blvd.)
Project No. IX-24(8)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation

Temporary lighting for the subject project, as requested in Mr. Swan's letter of September 27, 1978, can be approved under any of the following methods:

1. A separate contract under the provisions of FHPM 1-7-2.
2. Include in the construction contract as a bid item.
3. After award of contract by Extra Work Order.

The above is not only applicable to the subject project but also applies to any other temporary or "up-down" lighting on any federal-aid project.

G. K. Hosana
for G. L. Green

cc:
E. S. Hunter
J. M. Cartwright
Gary Kennen

NOTED
F. B. KLABOE

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FOR

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~~ROW 18-4~~

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street, N.E.
Salem, OR 97310

Temporary Lighting
Portland General Electric Company
Ross Island Bridge-S.E. 50th Avenue
(Portland) Section
Mt. Hood Highway (S.E. Powell Boulevard)
Multnomah County
Project No. IX-24(8)

Dear Mr. Green:

Here is a copy of an estimate of cost from Portland General Electric Company to install temporary lighting facilities dated August 10, 1978, and a sketch showing their proposed installation.

The work was anticipated and is contained in the project authorization.

An appropriate permit for the utility's proposed relocation will not be issued by the City as this is a temporary installation.

There will be no betterment derived from the proposed lighting installation.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work is requested. Estimated cost to the State is $36,715.51.

Yours truly,

D. E. Swan
Federal-Aid Engineer

NOTED
E. S. HUNTER

DES/seb
Enclosure
cc: ✓E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
SEP 28 '78
REFER TO
FOR

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Form 734-3122 (Rev. 7-77)

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 29, 1978

TO: Glen Green, Division Administrator
Federal Highway Administration

Rod Henry

FROM: Rod Henry
Assistant Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge-52nd
Avenue Section
Mt. Hood Highway
Refer To: HDA-OR/411.2
XRef: IX-24(7)

We have now filed complaints and made deposits on all properties under condemnation on this project.

We have the right of possession of all right-of-way except those parcels listed in Revision Letter No. 1 dated September 7, 1978. Attempts are being made to obtain a right of entry on all parcels that are not yet available.

On parcel #50108 - Olson, the owner had refused to deliver possession after the 90 day notice. The attorney for the owner has now agreed to deliver immediate possession.

RJH:jk
cc: E. S. Hunter
D. H. Moehring

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TECHNICAL SERVICES
SEP 30 '78
REFER TO
FOR

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Form 734-3122 (Rev. 7-77)

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street, N.E.
Salem, OR 97310

Water Facilities Adjustment
Bureau of Water Works
City of Portland
Ross Island Bridge-S.E. 50th Avenue
Portland Section
Mt. Hood Highway (S.E. Powell Boulevard)
Multnomah County
Project No. IX-24(8)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated September 1, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated March 13, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities are City owned and occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and service crossings.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the project is $113,060.07.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
SEP 28 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DES/seb
Enclosure
cc: ✓E. S. Hunter
Jack M. Cartwright
Gary Kennen

NOTED
E. S. HUNTER

Form 734-3122 (Rev 7-77)

26-1997
(120)

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

September 26, 1978

Contract 8820

Robert Bothman, Administrator
Oregon Department of Transportation
Metro Office
5821 N. E. Glisan Street
Portland, Oregon 97213

Ross Isl. Br -
SE 50th Ave
Bid 9-21-78

Dear Bob,

I have had an opportunity to review and discuss the construction cost and bid situation on the Powell I project. While I recognize the concerns expressed by ODOT staff, I understand that there are no assurances that the cost and bid situation will improve with the delay in the schedule. I also understand that the current cost estimates for the project are not unreasonable with respect to previous funding allocations. In light of that, and given the high priority which the City places on this important improvement, it is my view that you should proceed with the project at this time.

Sincerely,

Neil Goldschmidt
Mayor

NOTED
F. B. KLABOE

MA PDM PDE TSE SPC
ODOT - METRO

SEP 28 1978

AM PPS wq FILE T/A

NG:hm

RECEIVED
DOT OPERATIONS
SEP 2[illegible] '78
REFER TO
FOR

cc Klaboe
Hunter

[illegible]

September 25, 1978

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6688

Gentlemen:

Attached for your records are two fully executed copies of an agreement for construction of the Ross Island Bridge-S. E. 50th Avenue Section of the Mt. Hood Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

Distribution
made 9-27-78

STATE OF OREG

INTERO CE MEMO

TO: Memo to the Files

DATE: September 25, 1978

SUBJECT:

Ross Island-S.E. 50th Ave.
Mt. Hood Highway
Multnomah County
Bridge 16330

L. L. Wallace

FROM: L. L. Wallace
Assistant Structural
Design Engineer

NOTED
E. S. HUNTER

One bid was received on September 21, 1978 for this project.

The structure portion of the engineer's estimate was only 2.5%± of the total estimate. The amount for the structure items was estimated at $81,000 ±. The bid which was received had a total of $163,000 ± for structure items. Although this is more than 100% over the engineer's estimate for these items, it results in only a 2.5% overage on the total project estimate.

We have re-assessed the construction complexity of the curved portion of the structure. Readjustment upwards of the cast-in-place concrete price, accounts for $33,000 of difference. This leaves $50,000 in the amount bid for structural items which we cannot justify.

If the structure had been bid at $163,000 as a separate project, we would have recommended that it be readvertised. However, since the structure is a small part of a large contract, other factors control the decision to award or not to award a contract.

LLW:dh

146,000
57,000
33
~~230,000~~
197

284
36.8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 22, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: R. N. Bothman, Administrator
Metropolitan Branch

SUBJECT: Right of Way Cost
Ross Island Bridge-SE
52nd Avenue Section
Mt. Hood Highway
Multnomah County

This is a summary of right-of-way acquisition costs expended or committed to date.

Optioned	$ 332,520 (63 files)
Condemned	554,730 (20 files)
Acquisition Expense	174,500 (to August 31)
TOTAL TO DATE	$1,061,750
Contingency for Trial & Legal Settlement	250,000
GRAND TOTAL	$1,311,750

NOTED
E. S. HUNTER

The total expenditures to date are in line with our original program estimate of $1,000,000. However, the unusually large number of condemnation cases may create a substantial overrun in the final cost.

Legal settlements generally average 15 to 20% over the appraised value. With $554,000 in condemnation, the lowest legal settlement figure we could anticipate would be approximately $100,000. If half of these cases go to trial, it is possible that the additional costs would exceed $250,000. On this basis the final Right of Way cost for the project may exceed $1,300,000.

RJH:jk

cc: E. S. Hunter
D. H. Moehring
L. C. Grothaus

RECEIVED
TECHNICAL SERVICES
SEP 25 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 18, 1978

In reply refer to: HDA-OR/411.2
XRef: IX-24(7)

SUBJECT: Oregon Project IX-24(8)
Ross Island Bridge -
52nd Avenue Section

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Office of Technical Services
Oregon Department of Transportation

The following is in confirmation of my discussion with you today concerning the right of way status on the subject project:

1. Concurrence in the award of a contract by this office will not be made until deposits have been made into the court for all properties for which condemnation action is necessary.
2. Attempts will be made to obtain right of entry as soon as possible on all parcels which are not now available.

In addition to the above two items, the Federal Highway Administration will not participate in any time extensions or extra costs related to the late availability of right of way.

I am very concerned that the situation which occurred on this project does not occur again in the future. I would appreciate the opportunity to discuss this matter with you and to discuss with you the controls which will be taken to ensure that right of way necessary for a project is available at the time it is otherwise ready to be advertised.

G Green
G. L. Green

NOTED
E. S. HUNTER

cc:
ODOT (J Boyd)

RECEIVED
TECHNICAL SERVICES

SEP 25 '78

REFER TO
Bothman

Cy

FOR

Info	Inves	R/D	D/R	Sign	Act	Fi
X						

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: Sept. 18, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island Br.-S.E. 52nd Ave.
File 49606 - Sherwood

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation

Right of Way Manager J. B. Boyd's letter of September 8, 1978, provided additional documentation that satisfactorily answers my letter of May 31, 1978. Therefore, you may restore to full federal participation the right of way settlement of $60,010.

Mr. Boyd's letter indicates that the State's operating procedure concerning the 90-30 day notice was provided separately in his letter of August 29, 1978. At your earliest convenience we request a meeting regarding the 90-30 day procedure.

✓ will be held
9-21-78 @ 9:30am

for
G. L. Green

cc:
Mr. J. B. Boyd, R/W
Mr. F. Lowe, R/W
Acctg.

RECEIVED
TECHNICAL SERVICES
SEP 19 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 8, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

RECEIVED
TECHNICAL SERVICES
SEP 11 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: 49606 - Sherwood
Ross Island Bridge-SE 52nd Ave.
Mt. Hood Highway
Multnomah County
Project IX-24(7)

By memorandum dated April 18, 1978, Regional Supervisor L. C. Grothaus recommended that the April 13, 1978 option from A. D. and Frances Sherwood be accepted. Mr. Grothaus' rationale was comprehensive and reasonable. Based upon the justification presented, I concurred with Mr. Grothaus' recommendation by letter dated April 26, 1978. Reexamination of the State's file indicates the settlement to have been fair and reasonable.

In your letters of May 31, 1978 and August 31, 1978 (HRW-OR), you question or request the following four items:

1. Were the owner's plans and his cost to cure reviewed? In negotiations, Mr. Sherwood found the State's proposed cost to cure lacking. For this reason, he agreed to settle at a compromise offer of $60,010. No appraisal documentation as such was submitted which could be reviewed. Mr. Sherwood did, however, submit building alteration plans as prepared by Mackenzie Engineering Incorporated; and indicated that bids had been received from three responsible contractors to do the work at costs of $33,175, $43,377 and $56,900.

2. Request for documentation from Western Modules to show their estimate of cost based upon the owner's plans. A copy of Mr. Cumming's letter dated April 18, 1978 is attached.

3a. Request that a set of the owner's plans be submitted to State's file.

A reduced copy of the owner's plans is now in file. (A further reduced copy is attached for your reference).

3b. Request for information "as to what is included (in owner's plans) above the State's estimate and whether or not any improvements over and above those being acquired were included." The differences between the two plans are indicated in Mr. Cumming's April 18, 1978 letter. No improvements are involved other than the main building. No betterments are observed. The primary distinction appears to center in the manner in which the main entrance is relocated to the side street; and the related restoration of the former front (north) and west walls.

4. Requests information "as to how the State is operating regarding the 90/30 day procedure in those instances where a business property is being acquired in part and the business operator must relocate or reorient his activities onto the remaining property." This item was answered separately by my letter dated August 29, 1978.

We trust the foregoing statements answer the questions raised in your letter of May 31, 1978, Nonetheless, these additional comments are believed pertinent.

The State's taking included an estimated 1,445 sq. ft. from a total 7,990 original building area (18%). Building placement and required parking space precluded replacement of the lost building area. Had the owners not been willing to negotiate on a reasonable cost to cure basis, the State would have been faced with the probable acquisition of the entire main building. Projected cost of this alternative (based upon the Mitchell appraisal, with 8-28-77 date of valuation) would have been no less than $77,110 ($11,312 for land and related improvements, plus $65,798 for the main building). The negotiated settlement of $60,010 therefore saved a minimum of $17,100 in State and Federal funds, plus an unestimated figure for relocation benefits.

We must reiterate our concurrence with Mr. Grothaus' letter of justification dated April 18, 1978. To repeat his concluding paragraph, "The settlement of this file for $60,010, which is a $10,010 increase (20%) over the State's outdated offer of $50,000 is in the State's best interest when considering additional appraisal cost, trial costs, attorney's fees, and probable award increase as well as what is an equitable, fair amount for the reconstruction of severed front of this commercial building."

The full amount of the settlement has been coded nonparticipating per your letter of August 31, 1978. We hereby request that you review your position and restore our pro-rata share to a fully participating status.

JBB:ob
Attachment

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

August 29, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Oregon Project IX-24(7)
Ross Island Br.-S.E. 52nd Ave.
File 49606
Ref: HRW-OR

In your letter of May 31, you requested information concerning the State's 90/30 day notice procedure as it relates to business displacements.

The State's policy, as outlined in Paragraph 5, Section 5.002 of the Right of Way Manual, requires a 90 day notice to vacate if the owner is required "to move his business or farm operations".

A 90 day notice is also given in those instances where a partial acquisition requires the owner to relocate or reorientate his business activities. We do not consider it necessary to give a 90 day notice in those instances where the partial acquisition does not cause a physical relocation or reorientation of the business.

RJH:jk
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
TECHNICAL SERVICES

AUG 30 78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: August 31, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island Bridge - S.E. 52nd Ave.
File 49606

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Attached is a copy of our letter of May 31, 1978, requesting additional supporting data for the Right of Way settlement in the amount of $60,010. As of this date we have no record of receiving the requested information. Please place the amount of $60,010 in a nonparticipating status. Upon receipt of the requested documentation, we will be happy to review our position and, if justified, restore the amount to Federal participation.

- Reply dated 8-29-78

G L Green
G. L. Green

Attachment

cc:
Right of Way Mgr. Boyd (ODOT)
Frank Lowe, R/W (ODOT)
Milner Mead, R/W (ODOT)
Acctg.

RECEIVED
TECHNICAL SERVICES
SEP - 1 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 31, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-24(7)
Ross Island Br. - S.E. 52nd Ave.
File 49606 (Sherwood)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

The State's right of way settlement on File 49606 in the amount of $60,010 substantially exceeds the State's review appraisal of $50,000. Included in the State's review appraisal was an amount of $26,788 as a cost to cure involving removal of a portion of the owner's commercial building and restoring the front wall. The justification for settling over the review appraisal was primarily based upon the owner securing his own plans for removing and cutting off the front portion of the building and restoring the front wall. It is indicated in the State's justification that the job was awarded to Howard Brewton, Inc. in the amount of $33,175.

In order to determine the extent of Federal participation in the settlement additional information is needed as follows:

1. In as much as the owner's plans and his cost to cure constitute a portion of the appraisal, were his plans and costs to cure reviewed by the State's review appraisal section?
   This is the ordinary method for accepting an owner's appraisal as a basis for establishing fair market value.

2. It is indicated in the State's justification that a set of the owner's plans was submitted to Western Modules (the firm that prepared the State's cost to cure in the amount of $26,788) and that Western Modules' estimate of the cost on the owner's plan was $35,242. Please include in the State's file the documentation from Western Modules concerning their estimate of the owner's plans at $35,242.

3. The State's justification indicates that the owner's plans "..... include more than the State's, but what is extra is a matter of judgement and in a condemnation trial the benefit of any doubt would probably go to the property owner." Please include in the State's file a set of the owner's plans and provide information as to what is included above the State's estimate and whether or not any improvements over and above those being acquired were included.

5-31-78

4. The State's file includes an option which was signed April 13, 1978, which includes a clause, "the undersigned shall surrender possession of land no later than 7/15/78." It is our understanding at the time negotiations were initiated on this file the State was under the 90/30 day procedure which would require a 90 day notice at the initiation of negotiations. No such notice was found in the State's file. We would consider a 90-day Notice necessary in this case because the owner is being displaced from a portion of his business property. If the State was still operating under the 90 day procedure, the notice to displace would have to be given at such time as the State had obtained legal possession of the property which certainly would not be before payment had been made. In the subject case it would appear, assuming the reconstruction was immediately undertaken, that the owner's interest is being protected. However, we request information as to how the State is operating regarding the 90/30 day procedure in those instances where a business property is being acquired in part and the business operator must relocate or reorient his activities onto the remaining property.

The above information is requested so a determination can be made as to the extent of federal participation in the right of way settlement.

G. L. Green

cc:
Mr. J. B. Boyd, Mgr. (R/W)
Mr. Frank Lowe, R/W
Mr. M. Mead, R/W
Acctg.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 6, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon IX-24(8)
Ross Island Br.-S. E. 50th Ave.
Mt. Hood Hwy. (Powell Blvd.)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

I concur in your determination of "no salvage value" for the old mercury vapor and fluorescent luminaries on this project. Your determination is stated in Mr. Walter Hart's August 29, 1978, memorandum.

G.K. Horner
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

SEP - 8 '78

REFER TO
Hart - Moehring

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 29, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Conversion to HPS Luminaires
Ross Island Br.-S.E.50th Ave.
Mt. Hood Hwy. (Powell Blvd.)
Multnomah County
Bridge 16332

The roadway illumination on Powell Blvd. is going to be upgraded from the existing mercury vapor system (primarily owned by utility company) to a high pressure sodium system.

As a part of this project, we will also be replacing the 46 mercury vapor and 32 fluorescent state-owned luminaires recently installed on the 17th and Powell Blvd. project (Mt. Hood Hwy.). Replacement of these luminaires with high pressure sodium will be for energy conservation purposes and for maintaining the continuity of the sodium type illumination system on Powell Blvd.

It is our recommendation that no salvage value be given to these luminaires because they are obsolete in terms of energy consumption and efficiency. We would like your approval for replacing the mercury vapor and fluorescent luminaires.

WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
R. N. Bothman
D. H. Moehring
R. L. Schroeder
H. M. Fillmore

RECEIVED
TECHNICAL SERVICES
AUG 30 '78
REFER TO

FOR

Info	Invest	R/O	D/R	Sign	Act	File

8860 26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 1, 1978

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Project Improvement Inventory
Ross Island Br.-52nd Ave.
Mt. Hood Highway

TO: Hal Versteeg
Head of Engineering
Attention: Duane Christensen

We met this morning to discuss the improvements and the dates of possession on the above subject project. Attached is the improvement inventory that we utilized. The due dates shown on the form are the times which these properties will be available to the Oregon Transportation Commission, not necessarily the dates that they will be available to the contractor.

Only two properties have special consideration; the City of Portland, File 49604, on which there is a possibility that a wall may be replaced; and File 49608, Waco, on which one wall may possibly have to be removed.

We believe with this information we have defined the project restraints.

JBB:jk
attachment
cc: R. N. Bothman
D. H. Moehring
C. J. Mathias
L. C. Grothaus
Jack Sullivan
Neil Flanagan
F. C. Lowe

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
3 Sullivan
Scott
Savage

Art ✓
Paul ✓
o.b.

RECEIVED
SEP 05 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CLASS I PRIORITY

PROJECT IMPROVEMENT INVENTORY

Section Ross Island Br.-5
Highway Mt. Hood
County Multnomah

File #	Grantor	Station	Improvements	Salvage Value	Vacant	or Occupied	Auction	Demolition or Contract	90-day Poss. Date
49604	City of Portland		Fencing-Building (severance)(with new front)	None		X		X	9/1/79
49606	Sherwood		Building	None		X			7/1/78
49608	Waco		Building to be severed, fence & gates blacktop	None		X		X	11/30/7
49559	1000 Realty		2 gas pumps on island, 2 service wells, trash storage bldg.	None		X		X	11/30/7
50108	Olson		SFR House	None	X			X	6/27/78

3/1/78
81-734-3780
Distribution: Property Management - 1
Property Agent - Original
Region Relocation - 1
Condemnation Engr. - 1

9/1/78
Date

ECT IMPROVEMENT INVENTORY

Section Ross Island Br.-52nd Ave.
Highway Mt. Hood
County Multnomah

Contract Letting Date September 21, 1978

Map Number 9B-15-5
Date R/W Cleared Due 9-1-79

	Salvage Value	Vacant or Occupied		Auction Demolition or Contract		90-day Poss. Date	Date Poss. Taken	Date			Comments
								Rented	Auction or Contract	Cleared	
	None		X		X	9/1/79	Due 9/1/79				We have Permit of Entry-bldg to remain until 9/1/79-neg. underway to acquire
	None		X			7/1/78	6/28/78				Bldg. already severed by owner
	None		X		X	11/30/78	Due 11/30/78				R/C'd 1/11/78 money to court 7/25/78
2	None		X		X	11/30/78	Due 11/30/78				R/C'd 6/1/78 - Deposit into court by October 1, 1978
	None	X			X	6/27/78	Due 9/15/78				House vacant

9/1/78
Date

J B Boyd
Property Agent

CLASS II PRIORITY

PROJECT IMPROVEMENT INVENTORY

Section Ross Island Br.-52
Highway Mt. Hood
County Multnomah

File #	Grantor	Station	Improvements	Salvage Value	Vacant or	Occupied	Auction	Demolition or Contract	90-day Poss. Date
49602	Pierce		Insurance Bldg. & sign	None	X			X	2/21/78
49603	Raabe		Used car lot with old service station bldg.	None		X		X	4/16/78
49545	Capitol Exchange		Office Bldg.	None	X			X	1/21/78
49546	Keller		Store bldg. & double-faced sign	None	X			X	5/9/78
49547	Lilliborg		Blacktop	None	X			X	11/30/78
548	Archer		Gas pumps & tanks	None		X		X	5/7/78

3/1/78
81-734-3780
Distribution: Property Management - 1
Property Agent - Original
Region Relocation - 1
Condemnation Engr. - 1

9/1/78
Date

CT IMPROVEMENT INVENTORY

Section Ross Island Br.-52nd Ave.
Highway Mt. Hood
County Multnomah

Contract Letting Date September 21, 1978

Map Number 9B-15-5
Date R/W Cleared Due 9-1-79

Salvage Value	Vacant or	Occupied	Auction Demolition or	Contract	90-day Poss. Date	Date Poss. Taken	Date Rented	Date Auction or Contract	Date Cleared	Comments
None	X			X	2/21/78	4/27/78				
None		X		X	4/16/78	Due 9/8/78				R/C'd 1/23/78 - Deposit into court 7/25/78
None	X			X	1/21/78	8/30/78				
None	X			X	5/9/78	Due 11/1/78				R/C'd 4/26/78 - sign to be removed by 9/1/78 - Deposit by October 1, 1978
None	X			X	11/30/78	Due 11/30/78				R/C'd 4/12/78
None		X		X	5/7/78	Due 11/1/78				R/C'd 5/25/78 (gas pumps are personal property) - Deposit by October 1, 1978

9/1/78
Date

J B Boyd
Property Agent

PROJECT IMPROVEMENT INVENTORY

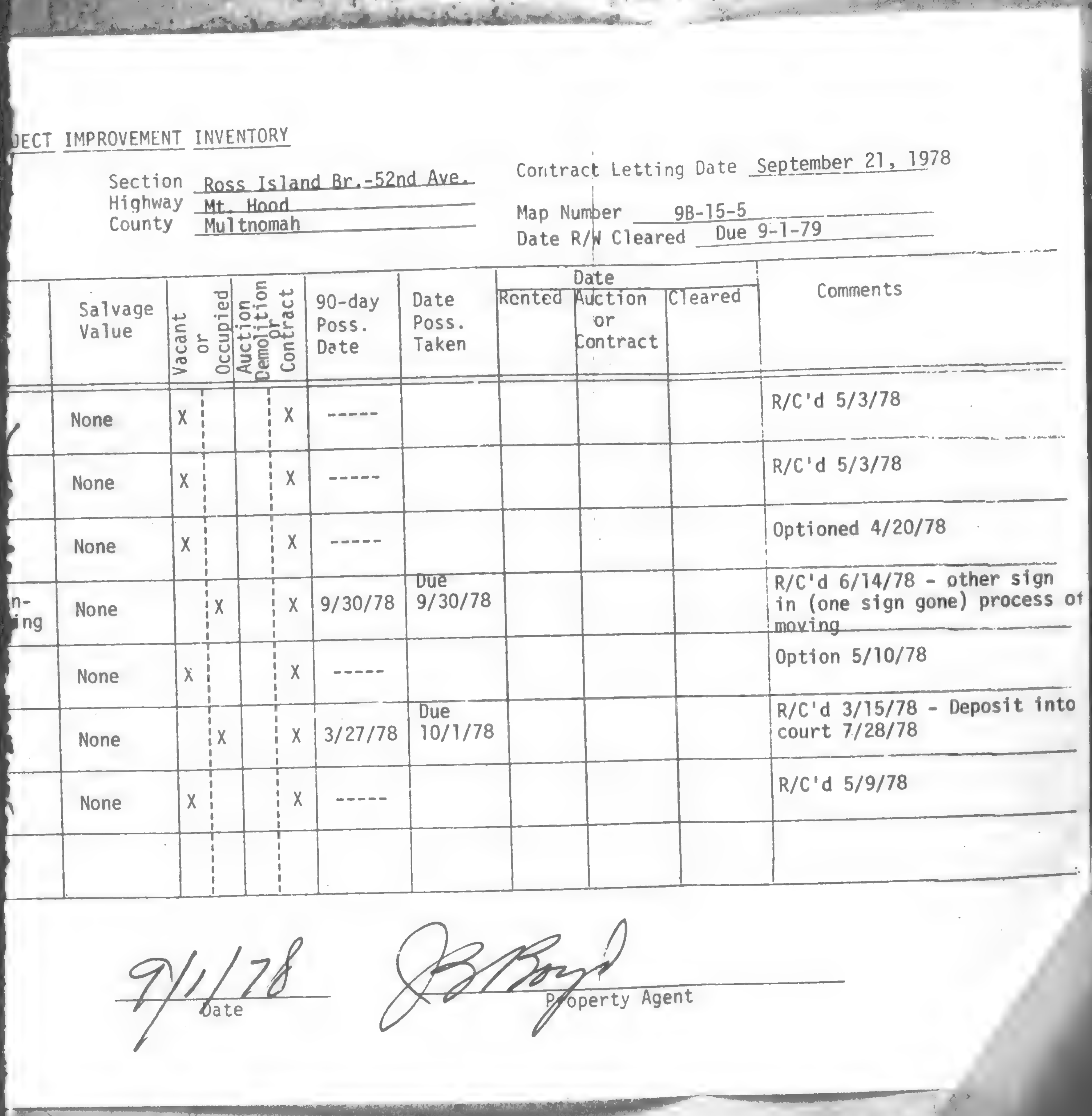
CLASS III PRIORITY

Section Ross Island Br.-52n
Highway Mt. Hood
County Multnomah

File #	Grantor	Station	Improvements	Salvage Value	Vacant or	Occupied	Auction	Demolition or Contract	90-day Poss. Date
49543	Merrill		Blacktop	None	X			X	-----
49544	Pagni		Blacktop, chain barricade	None	X			X	-----
49557	Simonatti		Lawn, paving	None	X			X	-----
49549	Margolis		2 signs, blacktop, concrete bumpers, retaining wall	None		X		X	9/30/78
49550	Diamond Fuel		Blacktop, drain sump	None	X			X	-----
[illegible]587	Southland		Sign, blacktop	None		X		X	3/27/78
49588	Ray Co.		Blacktop	None	X			X	-----

3/1/78
81-734-3780
Distribution: Property Management - 1
Property Agent - Original
Region Relocation - 1
Condemnation Engr. - 1

9/1/78
Date



JECT IMPROVEMENT INVENTORY

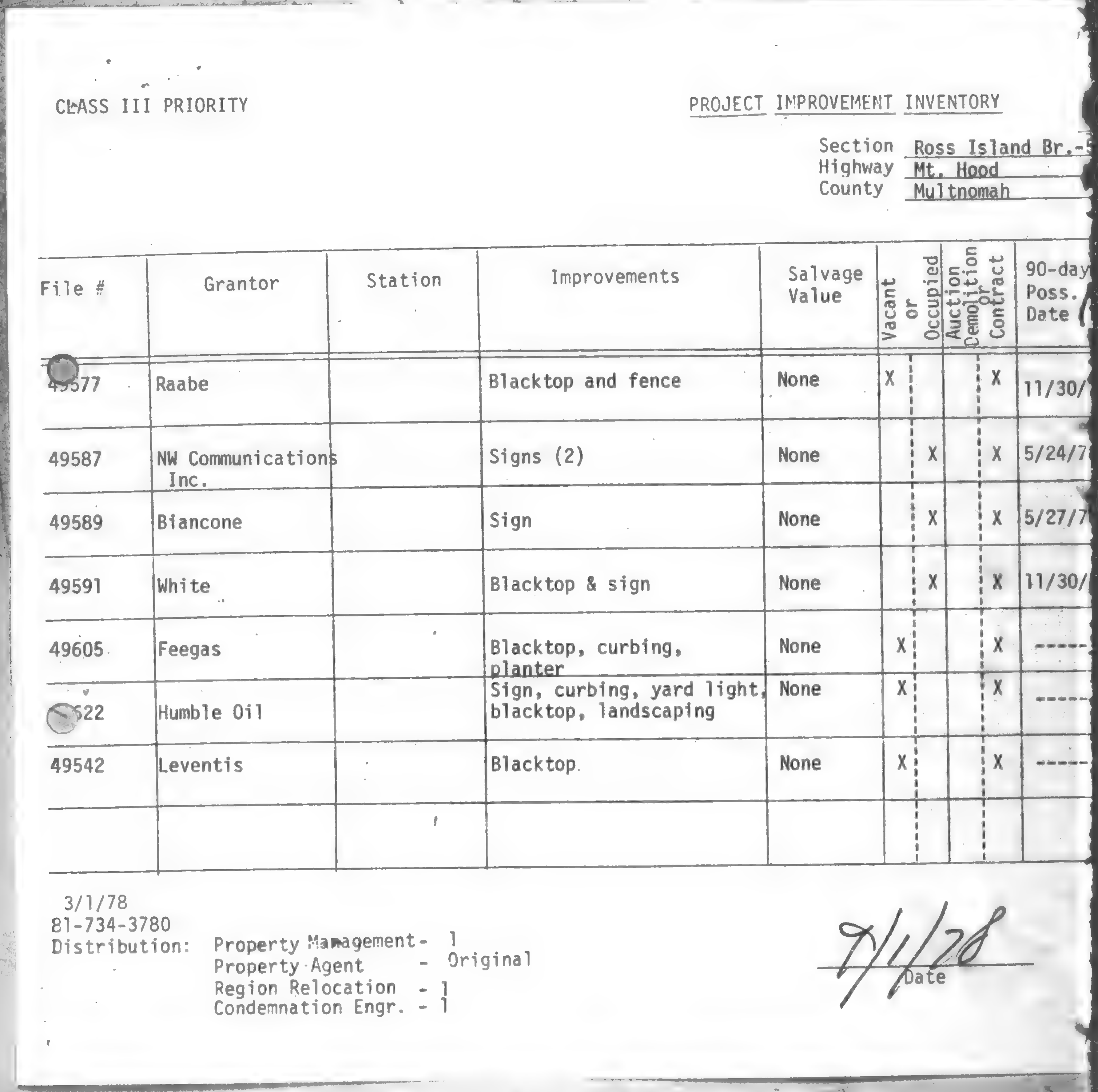
Section Ross Island Br.-52nd Ave.
Highway Mt. Hood
County Multnomah

Contract Letting Date September 21, 1978
Map Number 9B-15-5
Date R/W Cleared Due 9-1-79

	Salvage Value	Vacant	or Occupied	Auction	Demolition or Contract	90-day Poss. Date	Date Poss. Taken	Date Rented	Date Auction or Contract	Date Cleared	Comments
	None	X			X	-----					R/C'd 5/3/78
	None	X			X	-----					R/C'd 5/3/78
	None	X			X	-----					Optioned 4/20/78
n- ing	None		X		X	9/30/78	Due 9/30/78				R/C'd 6/14/78 - other sign in (one sign gone) process of moving
	None	X			X	-----					Option 5/10/78
	None		X		X	3/27/78	Due 10/1/78				R/C'd 3/15/78 - Deposit into court 7/28/78
	None	X			X	-----					R/C'd 5/9/78

9/1/78
Date

J B Boyd
Property Agent



CLASS III PRIORITY

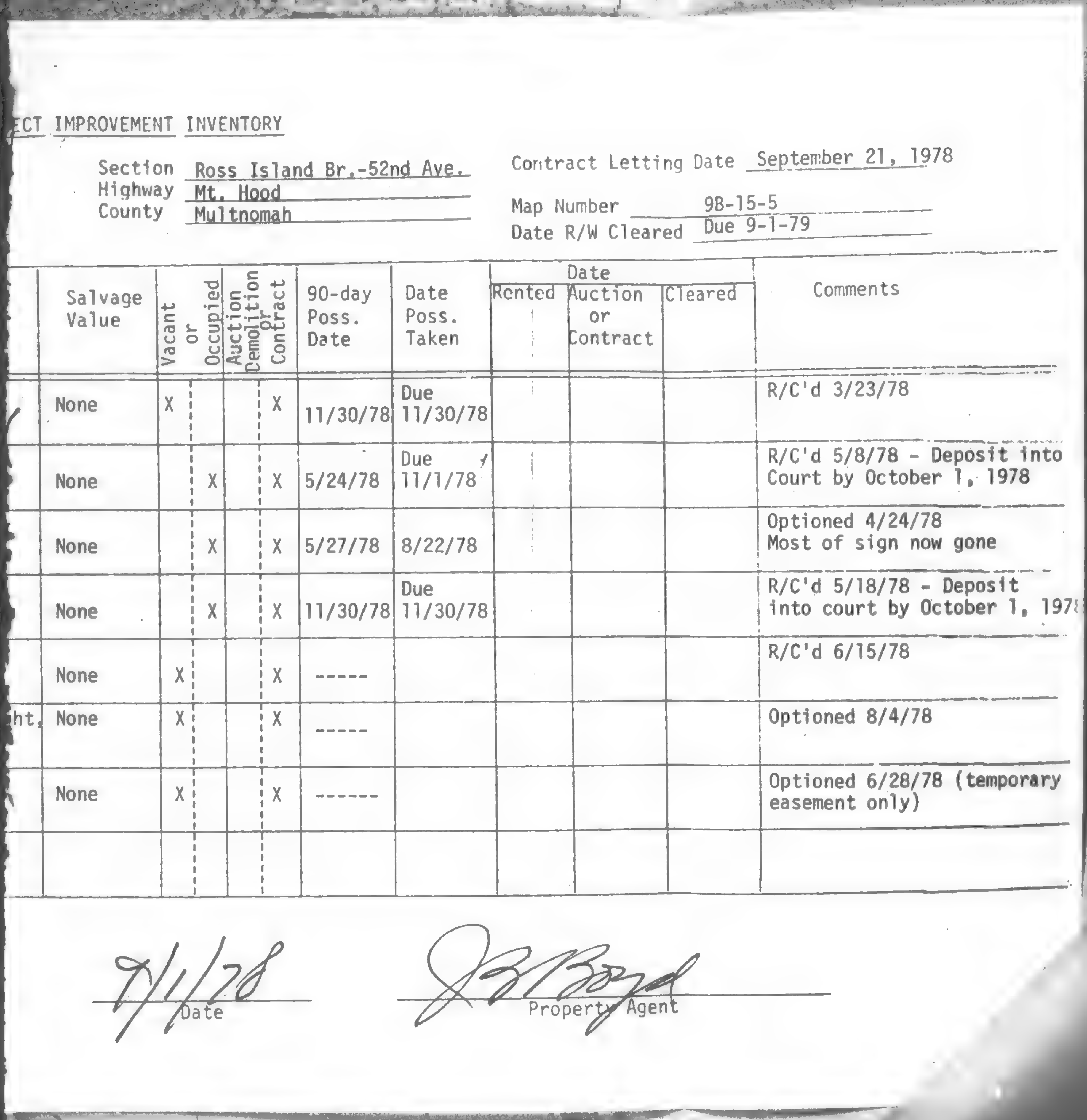
PROJECT IMPROVEMENT INVENTORY

Section Ross Island Br.-
Highway Mt. Hood
County Multnomah

File #	Grantor	Station	Improvements	Salvage Value	Vacant or	Occupied	Auction	Demolition or Contract	90-day Poss. Date
49577	Raabe		Blacktop and fence	None	X			X	11/30/
49587	NW Communications Inc.		Signs (2)	None		X		X	5/24/7
49589	Biancone		Sign	None		X		X	5/27/7
49591	White		Blacktop & sign	None		X		X	11/30/
49605	Feegas		Blacktop, curbing, planter	None	X			X	-----
[illegible]622	Humble Oil		Sign, curbing, yard light, blacktop, landscaping	None	X			X	-----
49542	Leventis		Blacktop	None	X			X	-----

3/1/78
81-734-3780
Distribution: Property Management - 1
Property Agent - Original
Region Relocation - 1
Condemnation Engr. - 1

7/1/78
Date



ECT IMPROVEMENT INVENTORY

Section Ross Island Br.-52nd Ave.
Highway Mt. Hood
County Multnomah

Contract Letting Date September 21, 1978

Map Number 9B-15-5
Date R/W Cleared Due 9-1-79

	Salvage Value	Vacant or Occupied		Auction Demolition or Contract		90-day Poss. Date	Date Poss. Taken	Date			Comments
		Vacant	Occupied	Auction	Demolition or Contract			Rented	Auction or Contract	Cleared	
	None	X			X	11/30/78	Due 11/30/78				R/C'd 3/23/78
	None		X		X	5/24/78	Due 11/1/78				R/C'd 5/8/78 - Deposit into Court by October 1, 1978
	None		X		X	5/27/78	8/22/78				Optioned 4/24/78 Most of sign now gone
	None		X		X	11/30/78	Due 11/30/78				R/C'd 5/18/78 - Deposit into court by October 1, 197
	None	X			X	-----					R/C'd 6/15/78
ht,	None	X			X	-----					Optioned 8/4/78
	None	X			X	------					Optioned 6/28/78 (temporary easement only)

7/1/78
Date

J B Boyd
Property Agent

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY AD INISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.	IX-24(8)
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80261

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8039-78	Primary 24	Primary 26

GENERAL LOCATION:

Ross Island Bridge - SE 50th Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Grade, pave, structures, signing, illumination and signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's August 25, 1978 request and certifying statements are accepted subject to all right of way requirements being satisfied prior to your requesting concurrence in award of contract.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,200,000 - Federal Funds $3,600,000.

A signed copy of the Title sheet is returned herewith.

OTED
B. KLABOE

9-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78		For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-666

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/27/78

Donald L Dout

9-21-78 Bid Letting ______________ All Clear Deadline

SECTION ROSS ISLAND BR.-SE 50TH AVE. (PORTLAND)
Highway Mt. Hood (SE Powell Blvd.)
County Multnomah Region M
Type of Work G.P.Str.Sn.Sig.illum. Funds FAI-X FA
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☐	☒	☐	☐	☒
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☐	☒	☐	☐	☒
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

8860

Salem, Oregon
August 17, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

Ross Island Br.-SE 50th Ave.
Mt. Hood Highway (Powell Blvd.)
Multnomah County

By letter on August 14, 1978, Mr. Bothman requested that the pedestrian overcrossing structure at 47th and Powell be eliminated from the project. Also, the existing pedestrian-actuated traffic signal would be retained and a refuge island be constructed on Powell Boulevard.

All construction items, relative to the overcrossing, have been eliminated. Revisions for the pedestrian-actuated signal and addition of the refuge island are not included in the plans and are to be done under construction.

The right-of-way for the pedestrian overcrossing, file #49906--Archer and #49584--School District #1-Multnomah County, have also been cancelled.

1 Versteeg ✓
Christensen
George
Olson
Terpin
1 copy Sullivan
Scott
Savage

RECEIVED
AUG 18 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

LKW:ab
cc: R. N. Bothman
Walt Hart
Glenn Hossner, FHWA
L. E. George
J. B. Boyd
Jack Sullivan
H. N. Fillmore
N. E. Mann

July 31, 1978

MEMO TO FILE

FROM: DONALD R. ADAMS

SUBJECT: PROJECT STAFF MEETING MINUTES
July 19, 1978

2. Ross Island Bridge-S.E. 50th Avenue Section, Powell Boulevard - Plans-in-hand review held July 10, 1978. Right-of-way acquisition problems will force delay of contract to September, 1978. Off-street parking lots may be done by separate contract or added by price agreement later; Gary Zehner handling. An additional $38,000 of PE funds was authorized covering the project's expected overrun. The City has not signed the agreement for Creston Park off-street parking at this time. Needs to be expedited. The school superintendent, Harold Kliner, has not approved the overhead school crossing for Creston School. It needs their approval.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-4

RECEIVED
STATE HWY DIV
JUL 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 27, 1978

Mr. L. R. Fulker
Pacific Northwest Bell Tel. Co.
825 N.E. 20th Avenue
Portland, OR 97232

Joint Utility Trench
Ross Island Br. - S.E. 50th
Ave. Section
Mt. Hood Highway (Powell Blvd.)
Multnomah County
Project No. IX-24 (8)

Dear. Mr. Fulker:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on September 21, 1978. In order to enhance the scenic qualities of the proposed project, the City of Portland has requested that aerial utility facilities be removed and/or relocated to an underground installation.

On April 17, 1978, a meeting was held in the Metropolitan Branch offices to discuss utility and construction coordination on the subject project. At that meeting, it was decided that the State's contractor would excavate a two-foot wide trench approximat ly four feet deep through most of the project which could accomodate a traffic interconnect duct, a street lighting circuit duct and telephone ducts. During subsequent discussions between your company and Gary Kennen, Metropolitan Utility Engineer, it was decided that you would install from one to four 4-inch PVC conduits for approximately 4,100 linear feet between S.E. 28th Avenue and S.E. 50th Avenue. It is understood that the 4-inch PVC conduits would be supplied by your company and installed by the State's contractor.

Your telephone facilities occupy public road right of way, therefore, the cost of relocation would be at the sole expense of your company. It was therefore agreed that Pacific Northwest Bell Telephone Company should share in the cost of the excavation of the 4,100 lineal feet of utility trench and pay the cost of installing the 4-inch PVC conduit. Mr. Kennen advises that you have agreed to apy the State a lump sum amount of $16,400 for your share of the excavation of 4,100 feet of utility trench and a lump sum of $1,040 for the cost to install 10,400 lineal feet of 4-inch PVC conduit for a total of $17,440. Pacific Northwest Bell would then, upon completion of the trench excavation and conduit installation, pay State the estimated lump sum cost of $17,440.

If the terms as set forth above for a lump sum payment of $17,440 for sharing in the cost of the trench and the cost of installing PVC conduit is acceptable to Pacific Northwest Bell, please execute two copies of this letter in the space provided below and return both copies to this office.

NOTED
H.S. COULTER

Your cooperation in this matter is greatly appreciated.

Yours truly,

Jmc

Jack M. Cartwright
Utility Engineer

JMC:klw

APPROVED
PACIFIC NORTHWEST BELL TELEPHONE COMPANY

DATE: ______________

BY: ______________

bc: G. L. Green
H. S. Coulter
R. N. Bothman
E. L. Hardt
J. H. Versteeg
Gary Kennen

286 7-21-

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-F-24(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71108

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-21-78

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
Ross Island Bridge - S.E. 52nd Ave. Portland

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-8-78 letter I approve the program change to revise the TEC to $175,000 - Federal Funds $150,150.
(Increase TEC $45,000 FF $38,610)

Swan
8'

DATE 7-21-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGO… INTERO… CE MEMO

TO: E. S. Hunter
Manager, Office of Technical Services

DATE: July ~~14~~ 20, 1978

FROM: G. W. Wimer Harold Wimer
Local Government Manager

SUBJECT: Construction Agreement Draft
Ross Island Bridge-S.E. 50th Avenue Section
Mt. Hood Highway, No. 26
City of Portland

RECEIVED
TECHNICAL SERVICES
JUL 20 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R/W Map 9B-1-5

Presented herewith for your consideration is draft of a proposed construction agreement covering street closures and utility adjustments on the Ross Island Bridge-50th Avenue Section.

The project is currently scheduled for contract at the July 27 bid opening with a planning estimate of $3.257 million. Funding is by Interstate Transfer using State Bond as match money.

Please study the provisions of the proposed agreement and, if you approve, forward to Engineering Services for their review, comment and return to the Office of Project Management for preparation in final form.

APPROVED
Duane Christensen 7-20-78
FINAL DESIGN ENGR.

① Should reference be made to City's commitment to furnish, plant and maintain trees (Are we to be reimbursed [illegible] each)?
② City is having utility companies go underground and the City was to pay for reconnecting each user. Should this be included?

NOTED
E. S. HUNTER

3 Versteeg ✓
2 Christensen Doc
RECEIVED
JUL 13 1978
ENGINEERING SECTION
Sullivan
1 Scott
Savage
Trout
Not File ☐
Return To
Bring Up / /
Action

MCH:mld

Can Right of way be conveyed without a map?

APPROVED
Lloyd D. Scott 7-19-78
R/W DESCRIPTION ENGR.

Except question Item 2, Page 2 & Item 10, Page 4. Will the City understand that automatic conveyance is intended and will they approve and accept without further documentation?

RECEIVED
TECHNICAL SERVICES
JUL 17 '78
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

for review

81-125-1367

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5321 N.E. GLISAN, PORTLAND, OREGON 97213

July 14, 1978

Telephone 238-8225

ALEX WYNSTRA, Jr.
City Forester
Bureau of Parks
City of Portland
10850 North Denver
Portland, OR 97217

Subject: Tree Planting
Powell Boulevard Contract

This is to confirm Oregon Department of Transportation agreement to include in the Powell Boulevard construction contract, from the Ross Island Bridge to S.E. 52nd Avenue, funds to cover the City's costs for supplying and planting street trees on the project.

There will be approximately 350 trees required along the project, at a cost of $100 per tree in place planted by City forces. The cost per tree will include digging and balling the trees stored at your Delta Park site, hauling, furnishing the planting mixture and tree planting. The approximate total cost of $35,000 will be set up in the contract as an anticipated item.

The project resident engineer will prepare a work order for the item to be performed by City forces.

We are anticipating a September bid letting for the contract. If you have questions, please feel free to contact Steve or myself.

JAMES D. McCLURE
Project Development Engineer

JDM/ldb
cc: P. N. Bothman
J. H. Versteeg
E. L. Hard
[illegible] L. Watson
[illegible] J. [illegible]
S. D. [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Head of Engineering

DATE: July 14, 1978

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: City-Furnished Trees
Ross Island Bridge-S.E. 52nd Avenue
Powell Boulevard

Our staff has agreed to City forces supplying and planting the Linden street trees along the subject project (letter attached).

The total number of trees should coincide with the cutouts included in the project, with an allowance. The 2½-3" diameter trees were purchased by the City during the PE phase of the project and are being stored at Delta Park. The $100 cost per tree in place, which includes all the labor and materials, is reasonable for trees of this size and in the public's interest.

I have discussed the concept with Cliff Christianson, FHWA, and he concurs with having the trees supplied and planted by the City of Portland, as an extra work item.

JDM/ldo
Attachment
cc: R. N. Bothman
C. T. Christianson
E. L. Hardt
M. J. Klotz
S. D. Crouch

81.1.5.1337

STATE OF OREGON

TO: J. H. VERSTEEG Attention Bud Mann DATE: June 8, 1978
Head of Engineering

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Tree Wells
Powell Boulevard Phase I

Confirming our telephone conversation, Alex Wynstra, City Forester, will have City forces excavate the tree wells, supply and plant their own trees, and provide their own planting mix.

All that needs to be done with the contract is to provide the 4-foot by 4-foot tree wells in the sidewalk at previously designated locations. The wells should be filled to sidewalk level with suitable backfill for safety purposes.

Wynstra indicated that his planting season extends from December 15 to April 1. That limitation will most likely require planting the trees in the spring of 1980 or later.

SDC/ldo

cc: D. R. Adams
J. D. McClure
M. J. Klotz
H. Fillmore

8260 26

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
5821 NE Glisan St., Portland 97213

DATE July 11, 1978

TO STEVE CROUCH
Project Coordinator

FROM ROSS K. YAMASAKI
Right of Way Agent

SUBJECT Additional and Relocated Curb Cuts
Files 49568-69

RIGHT OF WAY SECTION
RECEIVED
JUL 19 1978
RE ARE ARA FS CA RS

Attached you will find a proposed plan to improve the property involved in files 49568 and 49569. The grantor has requested the relocation and addition of curb cuts during construction of the Powell Blvd. project to be compatible with the projected improvements by Firestone.

We have agreed with the grantor, Mr. Froom, that to put in the curb cuts during construction would be the best procedure for everyone involved. He has been told however that all proposals must be within the guidelines set forth in the city's code. Please initiate whatever steps necessary to incorporate these curb cuts into the Powell Blvd. construction plans.

Shown on plans
Sta. 197+80 - 30' Commercial Type
" 198+31 - 40' Commercial Type
NEM
7/29/78

RKY:jb

Attachment

REFERRED TO
Board Staudenmeyer
Cole Sample
Eriksen ✓ Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 20 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Firestone

June 28, 1978

Mr. Woody Froom
4000 Southwest Shattuck Road
Portland, Oregon 97231

Dear Mr. Froom:

Curb Cuts for Proposed Addition to Premises
4601 Southeast Powell Boulevard
Portland, Oregon

I am sending you herewith six (6) prints of our Job #4153, Sheet A-1 which has been marked "preliminary plot plan". This plan is being sent to you so that you can forward this information to the State Highway Department who is presently working on widening Southeast Powell Boulevard. The preliminary plot plan shows the requested location for new curb cuts in front of the proposed new building addition. We understand that the property has some existing curb cuts but that they may not be located where shown for new curb cuts on the attached plan.

We understand that the State Highway Department will locate the requested curb cuts at the location indicated on this drawing, all in conjunction with their work in widening of Powell Boulevard.

Please forward this information to the proper party in the State Highway Department to see if the work can be done as requested, all per your letter of 6/16/78 to Mr. Todd.

Please advise if any additional information is required from this office.

Yours very truly,

H. D. Schreiner

H. D. SCHREINER
REGIONAL MANAGER OF CONSTRUCTION
REAL ESTATE DEPARTMENT

RECEIVED
JUL 6 1978
Metro R/W Dept.

HDS:ck
Enclosure

cc: Mr. Don Todd, Coast Division
Mr. Vern Willrich, Coast Division

THE FIRESTONE TIRE & RUBBER COMPANY • 1200 FIRESTONE PARKWAY • AKRON, OHIO 44317

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 49568

Sta. 197+80 to Sta. ____

Name of owner Woody Froom Tire Co.

Mail address 4000 S. W. Shattuck Road Phone No. 292-4233

Phone No. ____

Attorney ____ Address ____

Purpose of purchase Temp. Easement | OPTION EXPIRES 12-14-78 | Possession Upon tender of payment.

Location of property Ross Island Bridge - S.E. 52nd section of Mt. Hood Highway in Multnomah County.

Street address or Sec. T.R. 4601 S.E. Powell Blvd.

How does taking affect remaining property? Temporary easement - entire property remains.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken A temporary easement along the south side of the property 3' wide containing 151 sq. ft. ±
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

SUPPLEMENTAL FINAL REPORT

Additional State's Obligation:

4. The state is to construct curb cuts at a location as requested in the attached drawing, and at a width to be determined at the time of construction in accordance with the standards set forth by the City of Portland.

Withholding $ N/A for ____

Relocation: 3317 forwarded on 2-23-78

☐ Improved ☐ Unimproved

☐ Required Displacement: $ ____ Replacement Housing; $ ____ Rent Supplement

Appraisals: $ 300.00 By Priller Review Appraisal $ 300.00

Staff & $ ____

Fee $ ____ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled
Temp. Easement

Attorney ______ Address ______

Purpose of purchase Temp. Easement

OPTION EXPIRES 12-14-78

Possession Upon tender of payment.

Location of property Ross Island Bridge - S.E. 52nd section of Mt. Hood Highway in Multnomah County.

Street address or Sec. T.R. 4601 S.E. Powell Blvd.

How does taking affect remaining property? Temporary easement - entire property remains.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken A temporary easement along the south side of the property 3' wide containing 151 sq. ft. ±
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

SUPPLEMENTAL FINAL REPORT

Additional State's Obligation:

4. The state is to construct curb cuts at a location as requested in the attached drawing, and at a width to be determined at the time of construction in accordance with the standards set forth by the City of Portland.

Withholding $ N/A for ______

Relocation: 3617 forwarded on 2-23-78 ☐ Improved ☐ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ 300.00 By Priller Review Appraisal $ 300.00

Staff & $ ______

Fee $ ______ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled
Temp. Easement

Job Prefix 26-2552 Participating $ ______ Non-Participating $ ______

General remarks ______
(Give such general explanation as you desire to support settlement)

Settlement recommended:

______ Date ______ Signed: Ross K. Yamasaki
Right of Way Supervisor Right of Way Agent

______ Date ______ Dated: July 13, 1978
Right of Way Engineer

Authorized by
Transportation Commission: Date ______

File No. 49568
Ross Island Br.-SE 52nd
  Ave. Section
Mt. Hood Highway
IX-24(7)

Additional State's Obligations

WX

The state is to construct curb cuts at a location as requested in the attached drawing and at a width to be determined at the time of construction, in accordance with the standards set forth by the City of Portland.

OK 7/13/78

7-13-78

____

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION
FORM PI-734-3042 (REV. 10-74)

File 49569

Sta. 198+10 to Sta. 198+60

Name of owner W. W. and Wilma E. Froom (Contract Purchasers)

Catherine, Terrance and Timothy Welch and Raymond Nichols (Fee Owners)

Mail address 4000 S.W. Shattuck Rd., Portland (C.P.) Phone No. 292-4233

4329 S.E. Windsor Ct., Portland (F.O.) Phone No. 236-7075

Attorney Address

Purpose of purchase Temp. Easement

OPTION EXPIRES 12-14-78

Possession Upon tender of payment.

Location of property Ross Island Bridge - S.E. 52nd section of Mt. Hood Highway in Multnomah County.

Street address or Sec. T.R. 4519 S.E. Powell Blvd.

How does taking affect remaining property? Temporary easement - entire property remains.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken A temporary easement along the south side of the property
(Give details regarding nature, cultivation, improvements and class of property taken.)

3' wide containing 151 sq. ft. ±

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Turn sheet on back of sheet if necessary.)

SUPPLEMENTAL FINAL REPORT

Additional State's Obligation:

4. The state is to construct curb cuts at a location as requested in the attached drawing, and at a width to be determined at the time pf construction in accordance with the standards set forth by the City of Portland.

Withholding $ N/A for

Relocation: 3817 forwarded on 2-23-78 ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals $ 250.00 By Priller Review Appraisal $ 250.00

Staff & $

Fee $ By Carl G. Schmidt
Review Appraiser

Complete restriction ☐ ☒ Access not controlle

Purpose of purchase Temp. Easement | OPTION EXPIRES 12-14-78 | Possession Upon tender of payment.

Location of property Ross Island Bridge - S.E. 52nd section of Mt. Hood Highway in Multnomah County.

Street address or Sec. T.R. 4519 S.E. Powell Blvd.

How does taking affect remaining property? Temporary easement - entire property remains.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken A temporary easement along the south side of the property 3' wide containing 151 sq. ft. +
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

SUPPLEMENTAL FINAL REPORT

Additional State's Obligation:

4. The state is to construct curb cuts at a location as requested in the attached drawing, and at a width to be determined at the time pf construction in accordance with the standards set forth by the City of Portland.

[illegible] for

[illegible] 2-23-78, ☐ Improved ☐ Unimproved

[illegible] $ Replacement Housing; $ Rent Supplement

[illegible] By Priller Review Appraisal $ 250.00

By Carl G. Schmidt
Review Appraiser

☐ Entire take ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 26-2552 Participating $ Non-Participating $ Temp. Easement

General remarks
(Give such general explanation as you desire to support settlement).

Settlement recommended:

Right of Way Supervisor Date Signed:
Right of Way Agent

Right of Way Engineer Date Dated: July 13, 1978

Authorized by
Transportation Commission: Date

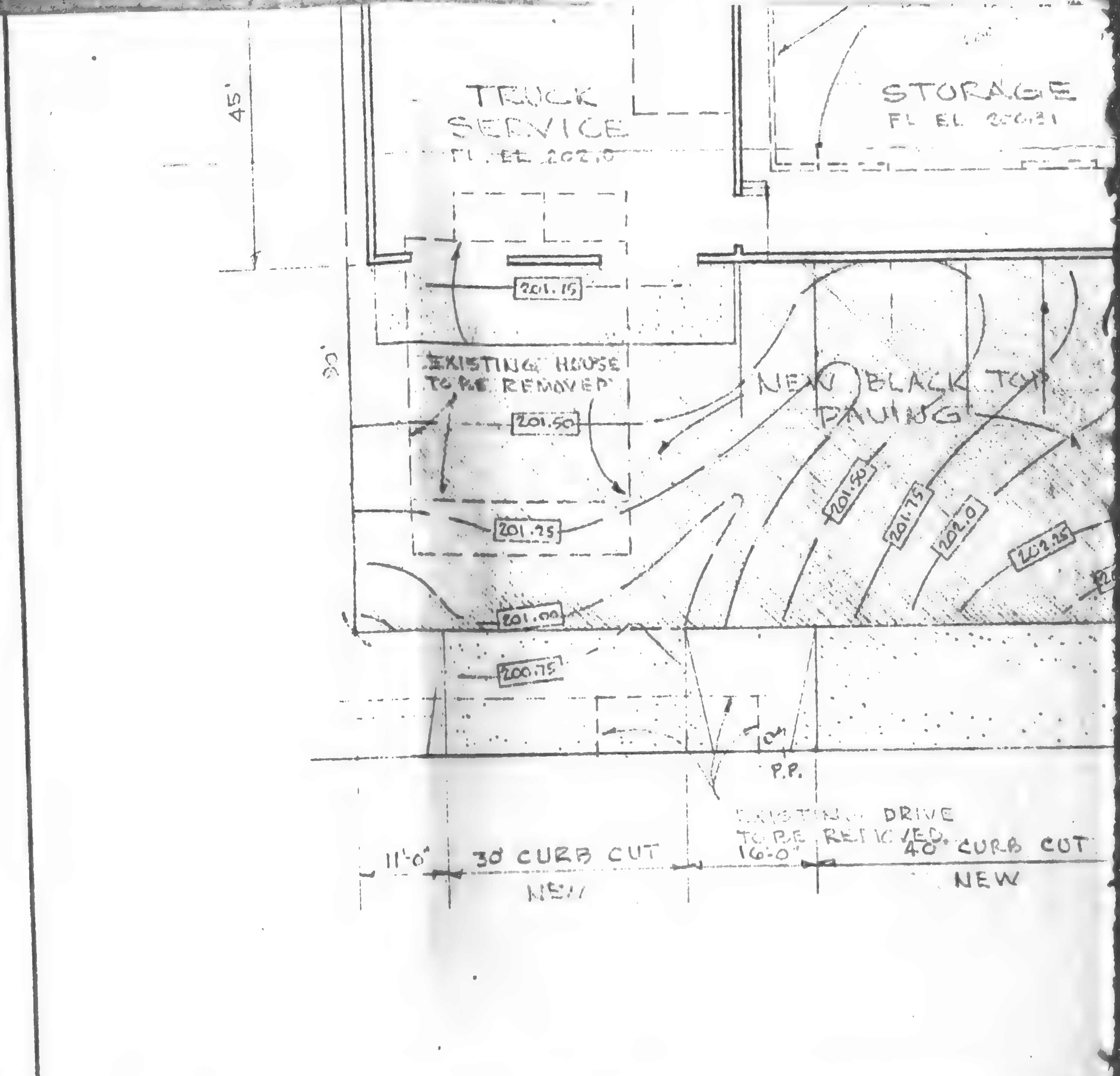
File No. 49569
Ross Island Br.-SE 52nd
  Ave. Section
Mt. Hood Highway
IX-24(7)

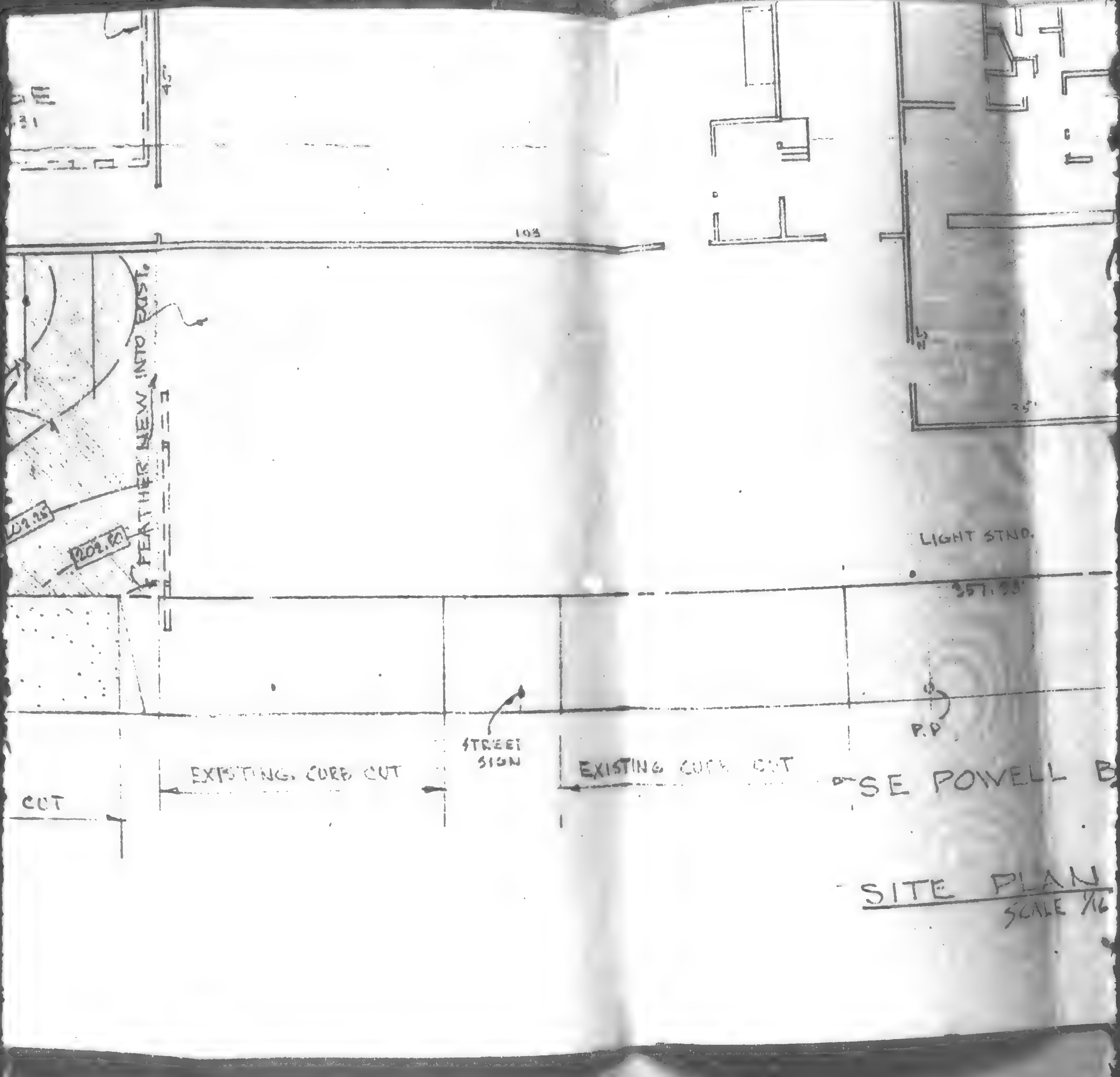
Additional State's Obligations

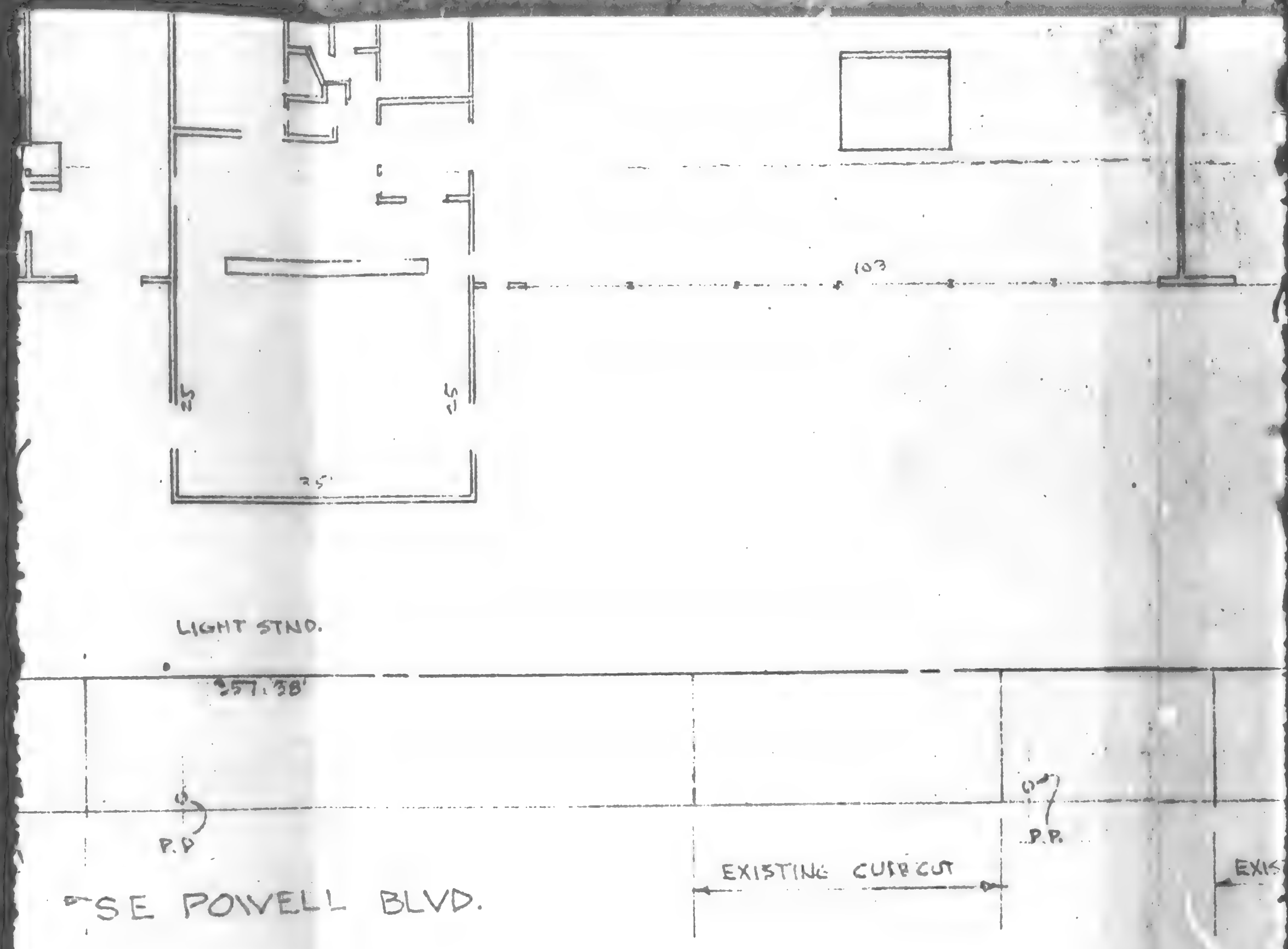
The state is to construct curb cuts at a location as requested in the attached drawing and at a width to be determined at the time of construction, in accordance with the standards set forth by the City of Portland.

7/13/78

Froom - 7-13-78

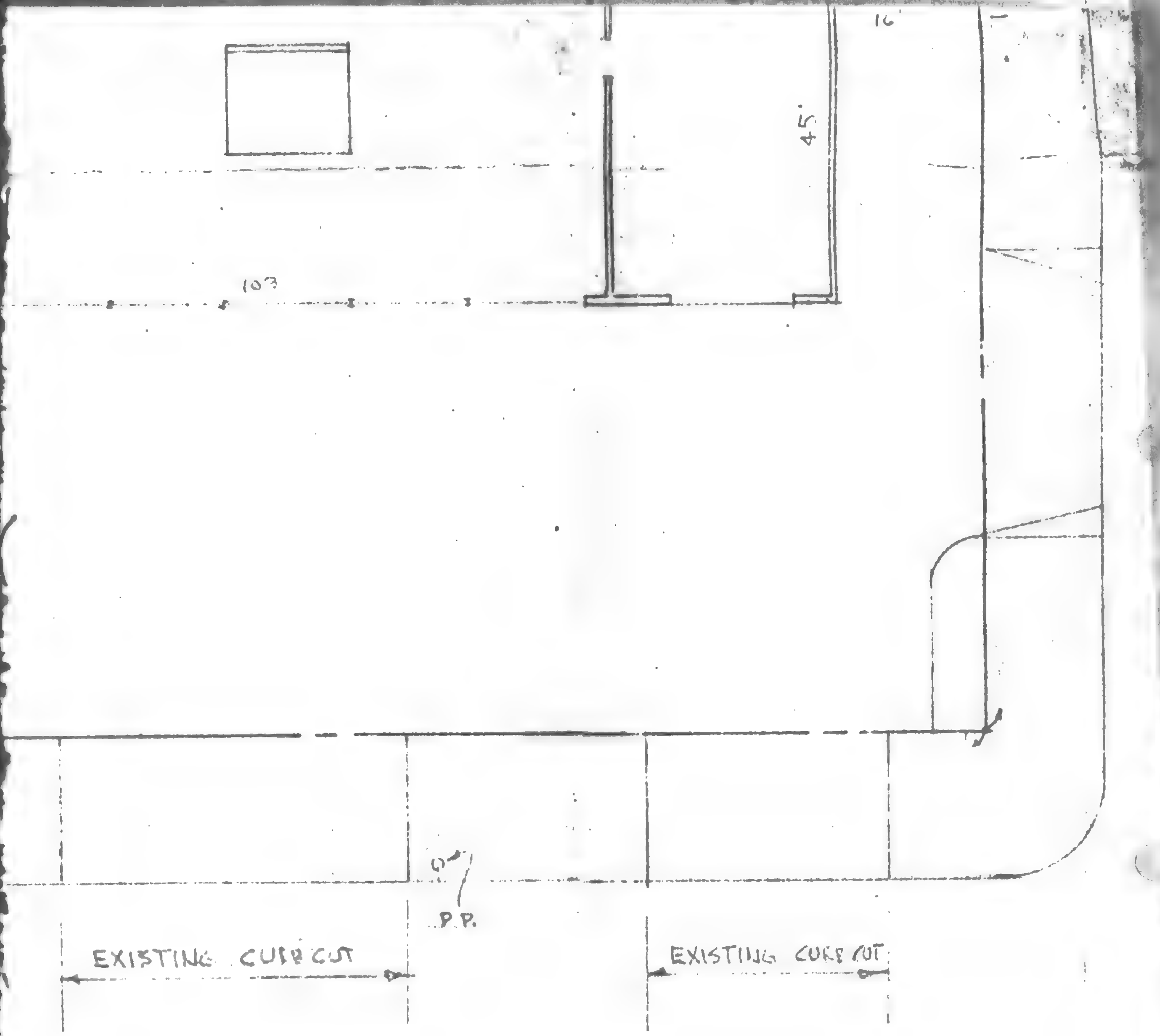

45'
TRUCK
SERVICE
FL. EL. 202.0
STORAGE
FL. EL. 200.31
201.15
90'
EXISTING HOUSE
TO BE REMOVED
201.50
NEW BLACK TOP
PAVING
201.25
201.50
201.75
202.0
202.25
201.00
200.75
P.P.
EXISTING DRIVE
TO BE REMOVED
11'-0"
30' CURB CUT
NEW
16'-0"
40' CURB CUT
NEW


GE
.31
103
FEATHER NEW INTO EXIST.
102.25
102.50
25'
LIGHT STND.
257.50
P.P
STREET SIGN
EXISTING CURB CUT
EXISTING CURB CUT
CUT
SE POWELL B
SITE PLAN
SCALE 1/16


103
14'
14'
25'
LIGHT STND.
257.38'
P.P
P.P.
EXISTING CURBCUT
EXIS
SE POWELL BLVD.

SITE PLAN
SCALE 1/16=1-0'

N


16'
45'
103
0"
P.P.
EXISTING CURB CUT
EXISTING CURB CUT

Files 4956B-69-70
Rose Isl Br ·SE 52nd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 10, 1978

NOTED
E. S. HUNTER

JBBoyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Priorities
Warren-Scappoose Section
Columbia River Highway
Auth. 1-16-76 - North End
Auth. 11-15-77 - South End

Little Nestucca River-
Neskowin Section
Oregon Coast Highway
Auth. 12-9-77

Ross Island Bridge-52nd
Avenue Section
Mt. Hood Highway
Auth. 5-12-77

TO: Armand Riveness
Condemnation Supervisor

Tony Viducich
Title Supervisor

Adele Egan, Right of Way
Office Supervisor

Milner Mead
Appraisal Supervisor

Lou Grothaus, Metro
Right of Way Supervisor

Ken Rolfe, Region I
Right of Way Supervisor

Jim Dixon, Region II
Right of Way Supervisor

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TECHNICAL SERVICES
JUL 10 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

We have reached the critical point on the above subject projects. I realize that each one of you has been working above and beyond what can normally be expected in order to make the contract deadlines on the projects.

We must make the Warren-Scappoose and the Little Nestucca River-Neskowin Sections for the August 24 letting clear by July 21, both for the reason of fund cancellation and the Ross Island Bridge-52nd Avenue Section September 21 letting or earlier because of commitments. Each one of us must look at these projects as our first priority and insure that our responsibilities are not in any way affecting the target dates. I have asked each one of you to carefully review your own responsibilities and if necessary, contact me for assistance if there is confusion or you are unable to properly do your work because of a priority jam under another supervision.

I realize that again we're asked to complete work on unrealistic time frames, but we must do this in order to accomplish the goals of the Department of Transportation. I appreciate all the effort that you have expended in meeting these deadlines in the past.

JBB:jk
attach.
cc: F. B. Klaboe R. N. Bothman C. O. Fredrickson
E. S. Hunter Ed Hardt

8860

STATE OF OREGO

INTEROI CE MEMO

26

TO: J. H. VERSTEEG
Engineering Section

DATE: June ~~13~~ 28, 1978

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Re-cyclable asphalt
Ross Island Bridge - SE 52nd Avenue Section
Powell Boulevard

I received a call from Lyle Waton advising as a result of profiling the subject project, approximately 5500 cubic yards of removed asphalt will be available for recycling.

Ed Hardt, Region Engineer, and Maurey Payne, District Engineer, have reviewed the availability of the materials and recommend salvaging for use by state forces, our staff concurs in this recommendation.

Maury Payne is recommending the material be stockpiled at the East Portland maintenance yard, located at NE 101st and NE Marx shown on the attached map. The material should be placed conforming generally to the standard stockpile, rough dimentions for consideration are a fifteen-foot height by 100 feet by 145 feet with 1½:1 slopes. The actual location of the stockpile site is to be determined by the District Engineer.

lh

cc: R. N. Bothman
E. L. Hardt
M. J. Klotz
Maurey Payne
Lyle Watson
Steve Crouch

DOC
Not a reasonable site

1 Versteeg ✓
2 Christensen

RECEIVED
JUN 15 1978
ENGINEERING SECTION

Do Not File ☐
Return To____
Bring Up___/___/___
Action____

copy

6/28/78
Materials to be given to Contractor
Source is to be shown
as perspective.
Letter coming from Metro
J.W.

81-125-1387

NE.MARINE DRIVE-N.E.HOLMAN ST.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

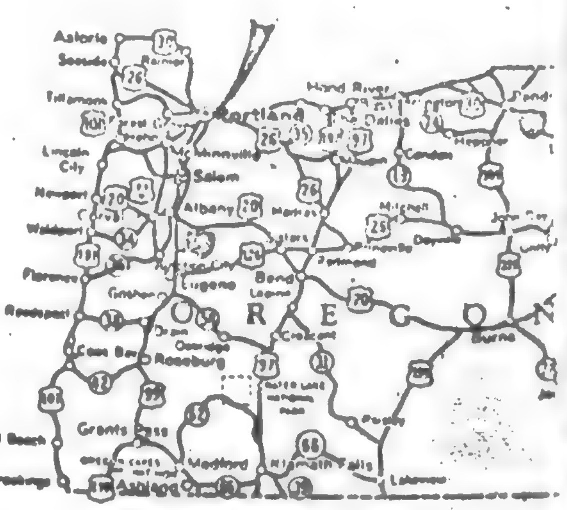
FED ROAD DIV No.	STATE	PROJECT NUMBER
10	OREGON	I-205-7(23)316

OF OREGON
HWAY DIVISION

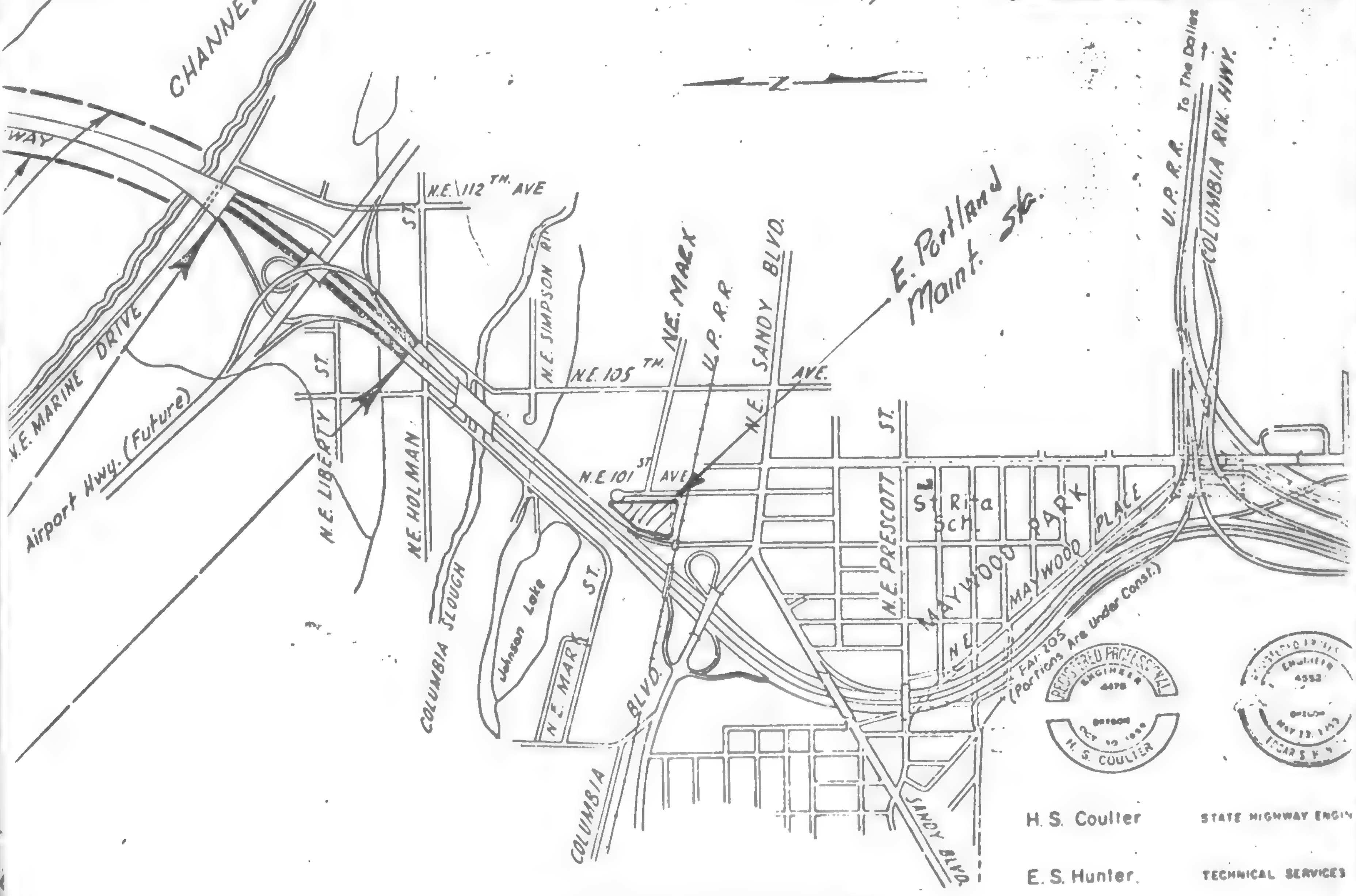
PROPOSED PROJECT

GRADING

E~N.E.HOLMAN ST. SEC.
JD FREEWAY HIGHWAY
OMAH COUNTY
EMBER, 1977



Astoria
Portland
Salem
Albany
Eugene
Bend
Roseburg
Grants Pass
Medford
Klamath Falls
Coos Bay
Gold Beach
Brookings
Newport
Florence
Tillamook
Hood River
The Dalles
O R E G O N



CHANNEL
N.E. MARINE DRIVE
Airport Hwy. (Future)
N.E. LIBERTY ST.
N.E. HOLMAN ST.
N.E. 112TH AVE
N.E. SIMPSON RD.
N.E. 105TH AVE.
N.E. MARX
U.P. R.R.
N.E. SANDY BLVD.
N.E. 101ST AVE
E. Portland Maint. Sta.
COLUMBIA SLOUGH
Johnson Lake
N.E. MARX ST.
COLUMBIA BLVD.
N.E. PRESCOTT ST.
St. Rita Sch.
MAYWOOD PARK
N.E. MAYWOOD PLACE
FAI 205 (Portions Are Under Const.)
U.P. R.R. To The Dalles
COLUMBIA RIV. HWY.
SANDY BLVD.

Sketch Map
800 1600 Ft.

H. S. COULTER
OCT 10 1950

MAY 13 1953

H. S. Coulter STATE HIGHWAY ENGIN

E. S. Hunter. TECHNICAL SERVICES

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson CHAIRMAN
Gordon Coleman COMMISSIONER
Michael P. Hollern COMMISSIONER
Peter J. Brix COMMISSIONER
Tom Walsh COMMISSIONER
Robert A. Burco DIRECTOR OF TRANSPORTATION
Fred B. Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPOR
FEDERAL HIGHWAY ADMINIST
APPROVED:

DISTRICT ENGINEER

3960

26

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION

NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4296

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson KW
Hager Dorn Leu
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER
Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 26 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

June 22, 1978

Mr. Dwayne Christensen,
Final Design Engineer
State Highway Bldg.
Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Christensen:

We have reviewed a preliminary copy (dated June 14, 1978) of the Powell Blvd. section between the Ross Island Bridge and S.E. 5oth Avenue in Portland. Following are our comments and/or recommendations:

1) Tree Planting Locations - All tree locations shall be so placed so as not to cause visibility hazards to cross traffic. City code Title 16.26.240 states the area to be kept free from obstructions (see attached). It is difficult to tell locations where proposed tree plantings may be in conflict with this code, because of the scale. However, the following locations should be checked in particular; N.E. corner of 8th, N.E. corner 10th, S.W. corner 12th, S.W. corner 13th, N.E. Corner 13th Pl., N.E. corner 19th, S.W. corner 21st, N.E. corner 21st, S.E corner 22nd, N.E. corner 24th, S.E. corner 28th, S.E. corner 28th Pl., all corners 29th, N.E. & N.W. corner 31st, S.E. and N.E. corner 33rd, S.W. corner 34th, N.E. & N.W. corner 36th, S.W. corner 40th, S.E. & N.W. corner 43rd, N.W. corner 47th, N.W. corner 49th.

2) Ped. X-walk Locations - We have concern about the two mid block pedestrian X-walk locations shown in this project. It is our opinion that midblock crossings are more hazardous than when located at cross streets. It is requested that the midblock crossing between 28th Ave. and 28th Place be moved to 28th Avenue. It is located in the center of a horizontal curve which is also not desirable. It is also requested that the pedestrian crossing shown between 34th & 35th Avenues be moved to 35th Avenue.

3) Length of Pedestrian Medians - We would recommend the proposed raised medians be given more lead in, when possible, not so that they interfere with left turns to driveways or streets, but to give the medians more visibility. Also some type of low growing vegetation (approx. 2'hgt.) might help to make these medians more noticeable.

4) Curb Radius - We would recommend a minimum 25 ft. corner curb radius at all major intersections. We realize at this time, because of the right-of-way required, this larger curb radius can't be met. However, there may come a time when the radii as shown may have to be increased.

Sincerely,

M.J. Martini

MWB:aw
cc: John M. Lang

16.26.240 Obstruction of vision at intersection. (Amended by Ord. No. 134294 passed Mar. 30, effective May 1, 1972.) (a) (New (a) substituted by Ord. No. 134768 passed and effective June 22, 1972.) It is unlawful for any person owning, occupying or having control of any premises to allow any tree, shrub or plant to grow or remain in the triangular area between a street intersection and a line that intersects each of the intersecting property lines at points 15 feet from their intersection and extended to the curbs or intersecting streets, for more than 30 days after receiving written notice from the traffic engineer that the existence of said tree, shrub or plant constitutes a hazard to the safe movement of traffic. Such a tree, shrub or plant hereby is declared to constitute a nuisance, and it is the duty of the person responsible therefor to remove the same or keep it trimmed to a height which does not constitute a traffic hazard in the opinion of the traffic engineer.

(b) Unobstructed view of traffic signs. It is unlawful for any person, firm or corporation, owning, in possession of, occupying or having control of any premises within the city, to plant, maintain or allow any tree, shrub, bush or plant to partially or wholly obstruct the visibility of a stop sign, or regulatory sign, for a minimum distance of 100 feet as viewed from the normal vehicular approach.

Any and all such forbidden vegetation is hereby declared to constitute a nuisance, and it shall be the duty of the person responsible therefor to remove the same or trim and keep trimmed the same so that unobstructed view is maintained.

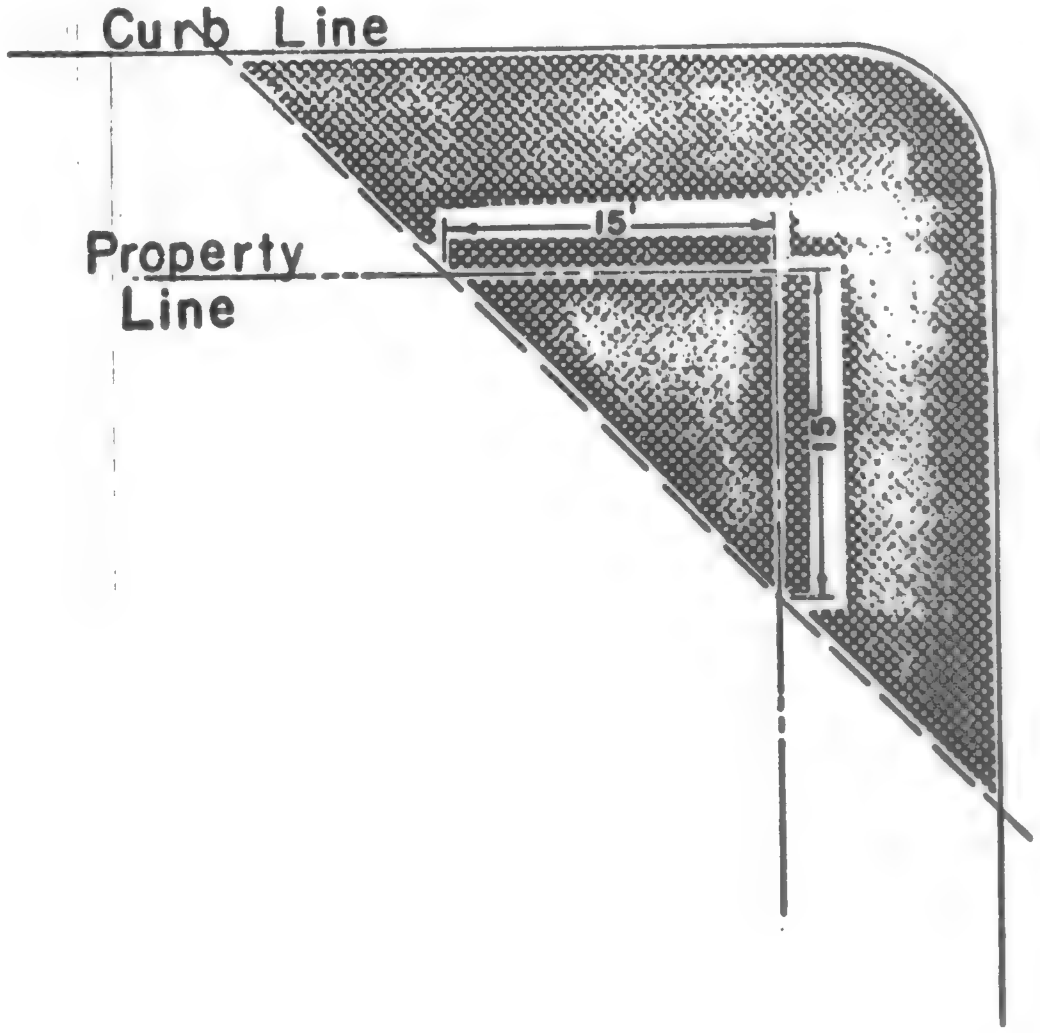
16.26.250 Traffic regulations in parks.

* * * *

(c) (Amended by Ord. No. 135068 passed Aug. 10, effective Sept. 11, 1972.) It is unlawful to drive or ride any vehicle, snowmobile or horse in any city park or golf course except upon improved roadways not posted to exclude public use and except when specifically permitted by the commissioner in charge of the Bureau of Parks.

* * * *

(k) (New subsection added by Ord. No. 135068 passed Aug. 10, effective Sept. 11, 1972.) Bicycle riding is permitted in parks except in areas where it is specifically prohibited.


Curb Line
Property Line
15'
15'

▨ : Area To Be Maintained Free Of Visibility Obstructions.

8860

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 15, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project IX-F-24(4)
Ross Island Bridge-SE 52nd Avenue Section
Pedestrian Overcrossing at
9th & 47th Avenue
Br. No. 16330 & 16331

FROM : G. L. Green, Division Administrator

S. HUNTER

TO : Mr. E. S. Hunter, Manager, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We approve Mr. Hart's plan submittal of April 17 signed by Mr. Wallace for the pedestrian structures proposed above. Please note new landing and grade requirements have been issued particularly for those people in wheelchairs. We agree that the ramps are appropriate, rather than just stairways as proposed in drawing 32985.

Since this project is so far along and the ramp grade variations are only slightly greater than those recommended, we will approve this work. Please take care on future ramps to comply more closely with requirements shown in FHWA Notice 5050.12 dated July 10, 1975.

for G. L. Green

[illegible]
[illegible]
6-16-78

RECEIVED
TECHNICAL SERVICES
JUN 16 '78
REFER TO
Hart
FOR
Info | Inve | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Ross Island Br.-52nd Ave. Section
Powell Boulevard
Pedestrian Oxings at S.E. 9th & 47th Avenues
Bridges 16330 and 16331

Enclosed are two copies of Drawings 33095 and 33096, preliminary plan and elevation; and 32985, vicinity map sheet for the subject structure. Also enclosed are two copies of the Foundation Recommendation.

The width and alignment of the walkway are in accordance with the requirements for this project. The City of Portland requested a maximum width of walkway of 6'-0" and a maximum grade on the ramps of ten percent. We have established a grade line using this criteria and also to provide a final clearance of 16'-0". The 16'-6" clearance shown on the preliminary plan and elevation drawing allows for present and future overlays.

The channel section was chosen to reduce the required length and grade of the ramps. Both conventionally reinforced concrete and prestressed concrete were considered, with the conventional reinforced concrete chosen for simplicity of construction. The precast center span is necessary to eliminate falsework over Powell Boulevard. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $129,000 each or $258,000 for both structures.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Structural Design Engineer

L. L. Wallace
Assistant Structural
Design Engineer

Encl.

cc E. S. Hunter
R. N. Bothman
Program Management

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TECHNICAL SERVICES

APR 19 '78

REFER TO

FOR

Info	Invest	R/D	S/R	Sign	Agt	File

June 13, 1978

MEMO TO FILE

FROM: Donald R. Adams

SUBJECT: Project Staff Meeting Minutes
June 6, 1978

4. Ross Island Bridge-S.E. 50th Avenue Section, Powell Boulevard - Right-of-way negotiation 95% complete; should clear Metro office in two weeks. Plans should be ready for review June 7, 1978, and a plans-in-hand review is tentatively scheduled for June 19, 1978. PGE has obtained all required easements free of charge and will begin relocation work shortly. City proceeding with an ordinance to compensate property owners for their service entrance change. Expecting project proposal for off-street parking from City. PE cost expected to overrun; submitted request for $45,000 additional on May 23, 1978. My schedule calls for an August contract letting. Salem is apparently still trying for July.

IX-24(5)

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

Comment letter

ENVIRONMENTAL SECTION
June 12, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Jef Kaiser
Maury Payne-Dist. 2b
Cliff Christianson
Wally Bryant
Glen Green

REPLY TO ATTN OF: M/S 443

JUN 5 1978

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for Powell Boulevard Phase II in Portland, Oregon. We would like to submit the following comments for your consideration.

The draft statement's analysis of the project's impact upon air quality is technically adequate and complete, however we feel the discussion of the project's impact upon the surface water runoff disposal system and residential noise environment should be expanded.

The following quotes, from page 80 Volume I and page 12-1 Volume II, clearly indicate the need for a detailed analysis of the capacity of the storm sewer under the proposed project.

> "All three build alternatives may have a significant impact on the storm and sanitary sewer system west of 82nd Avenue. This system is suspected to be at or near capacity."
>
> "Neither the additional capacity (if any) of the existing system nor the amount of increased runoff that would be caused by the build alternatives has been estimated. Until this is done, the impacts of the alternatives cannot be projected accurately. The potential impact could be serious because the increase in runoff could contribute to a need for extensive system reconstruction in both the Phase I and Phase II portions of Powell Boulevard."

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Info

The final EIS should provide an analysis of the entire Powell Boulevard storm sewer system to determine if the system can handle the increased storm runoff. This analysis should include (1) an evaluation of the existing system's ability to dispose of water produced by a worst case storm (highest historical rainfall), (2) a prediction of runoff water volume and flow rates from each build alternative for a worst case storm, (3) a determination of whether or not the existing system will handle the flows predicted in (2) above, and (4) measures to mitigate the storm water impacts produced by the project (assumes existing system will not handle increases in runoff water).

The final EIS should include a discussion defining those measures which will be implemented to reduce construction noise. The following list of construction noise abatement measures is suggested:

1. the use and maintenance of properly operating mufflers and quieting devices
2. the use of quietest available machinery and equipment
3. the use of electric equipment in preference to gas, diesel or pneumatic machinery
4. locating construction equipment as far from nearby noise sensitive properties as possible
5. shutting off idling equipment
6. limitation of construction hours to coincide with the normal workday period, e.g. 8:00 a.m. to 6:00 p.m.
7. scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring
8. the use of permanent or portable barriers around point noise sources.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact me or Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. We can be reached at (206) 442-1285 or (FTS) 399-1285.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

STATE OF OREGON

8560

INTEROFFICE MEMO

26

TO: L. C. GROTHAUS
Right-of-Way Supervisor

DATE: May ~~1~~ 25, 1978

FROM: STEPHEN D. CROUCH
Project Coordinator

Stephen D. Crouch

SUBJECT: Ross Island Bridge-S.E. 52nd Avenue Section
Mt. Hood Highway
Multnomah County
File No. 49591

This will confirm my earlier conversation with Ross Yamasaki that an access control line will be needed on the subject property from a point approximately 30 feet north of the southwest corner of the subject property, approximate centerline station 90+55, to a point at the westerly side of the pump island canopy, approximate centerline station 91+20.

As explained in my letter of April 17, 1978, the reason for the access control is traffic safety. It prevents conflicts with the turning movement from westbound on Powell to northbound on 9th, from service station traffic and allows safer access from the service station to Powell.

SDC/ldo

5-22-78
CS

C.C. J.B. Boyd
J.H. Versteeg

5-25-78
Later teletype out
conversation with McClure
as revised this to
some extent.
DOC

Versteeg
2 Christensen DOC
George
1 Olson ADO
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 23 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
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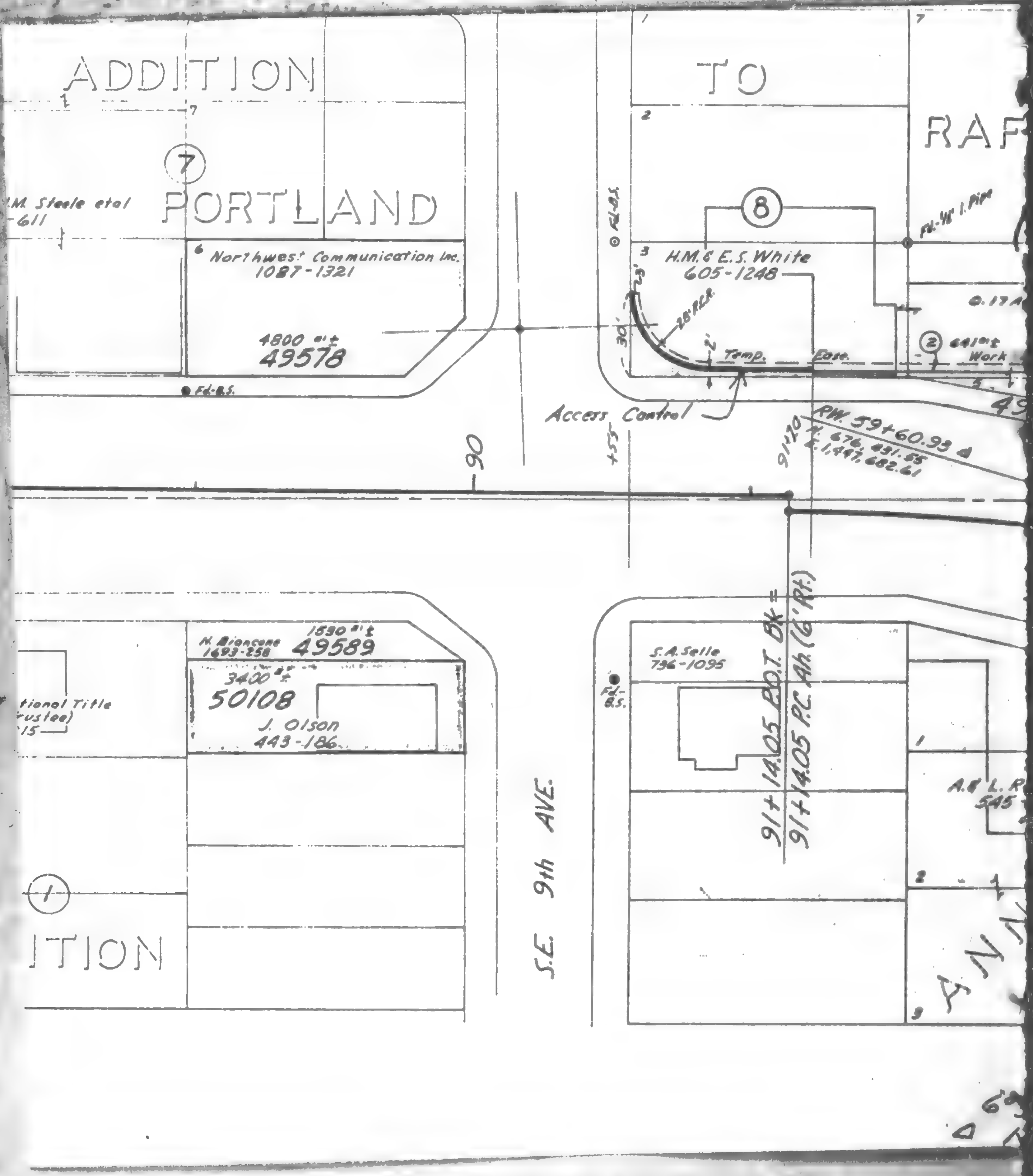
Action

REFERRED TO
Beard Steudenmeyer
Cole Sample
Erikson ✓ Watson JEM
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


ADDITION
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PORTLAND
M. Steele etal
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Northwest Communication Inc.
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4800 ± ft
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H.M. & E.S. White
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Access Control
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91+20
H. 1,676,491.85
E. 1,497,682.61
H. Biancone
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49589
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J. Olson
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A. & L. R
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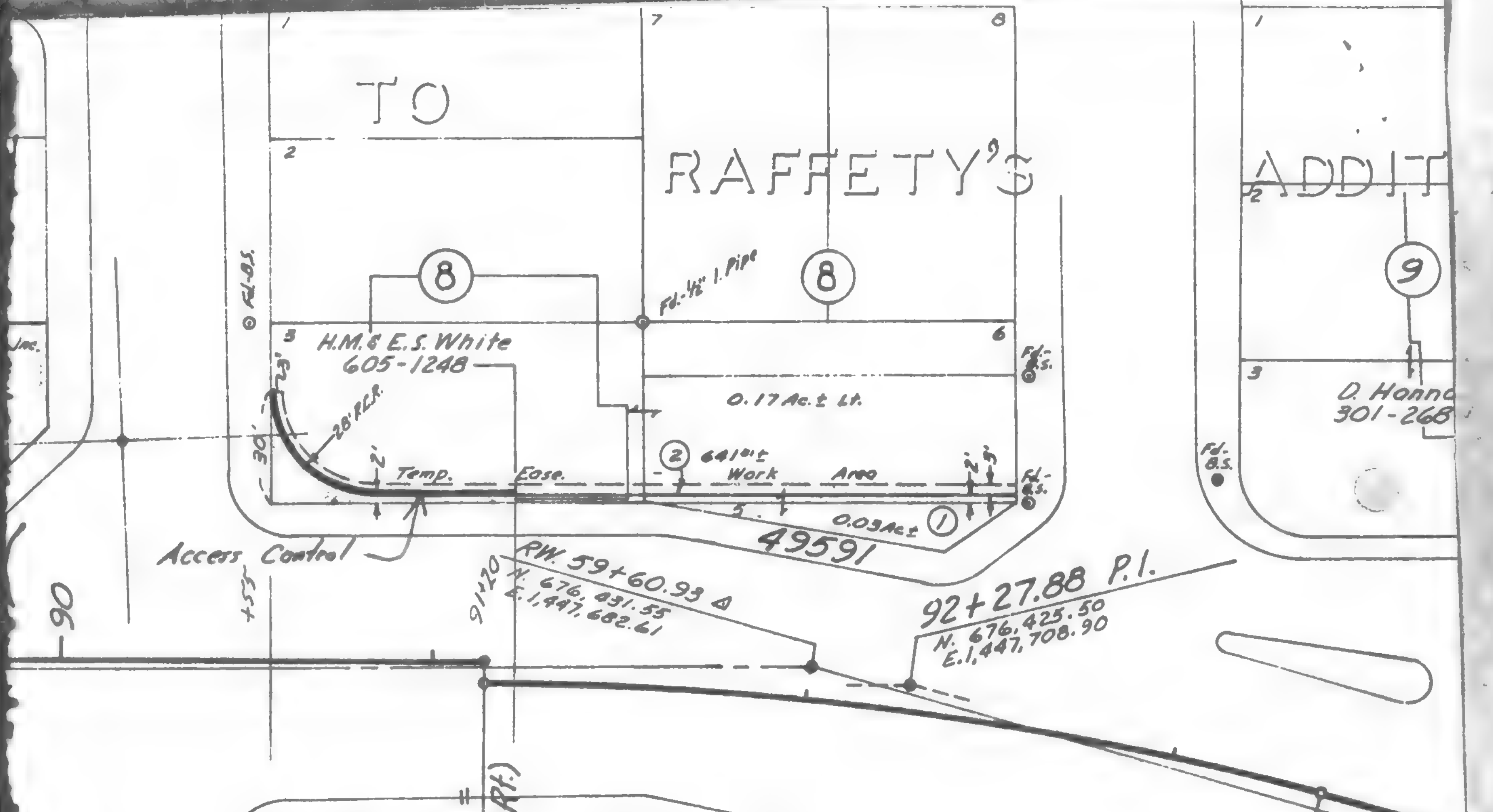
ANN


TO
RAFFETY'S
ADDIT
8
8
9
H.M.& E.S. White
605-1248
Fd. 1/2" I. Pipe
Fd. B.S.
0.17 Ac.± Lt.
D. Hanna
301-268
23'
30'
28' R.C.R.
2'
Temp.
Ease.
②
641± ft
Work
Area
2'
5'
0.03 Ac.± ①
49591
Access Control
+53
90
91+20
RW. 59+60.93 Δ
N. 676,431.55
E. 1,447,682.61
92+27.88 P.I.
N. 676,425.50
E. 1,447,708.90
91+14.05 B.O.T. Bk =
91+14.05 P.C. Ah. (6' Rt.)
S.A. Sello
736-1095
Fd. B.S.
A.& L. Roskoski, Jr.
545-764
①
ANNEX TO
S.E. 9th AVE.
S.E. 10th AVE.
93+40.46 P.T.
RAFFETY
A.& L. Ro
531-20
TIBBET
6°30' C.R.
Δ 14°42
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C

2260 26

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 10, 1978

TO: J. B. BOYD
Right-of-Way Supervisor

FROM: R. N. BOTHMAN Bothman
Administrator

SUBJECT: Acquisition - File #49576
Ross Island Bridge - 52nd
Avenue Section

In discussing your idea with the City Permits Section of the City controlling future access to this property, there is nothing in their code that would disallow access within 20 feet of a corner in commercial areas.

In view of the future potential hazard of access at this location, I recommend proceeding with acquiring the access control.

JDM/ldo

cc: J. H. Versteeg

Attachment

___ Versteeg ✓
3 Christensen Doc
___ George
___ Olson [illegible]
___ Terpin
___ Sullivan
___ Scott
___ Savage

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MAY 12 1978
ENGINEERING SECTION

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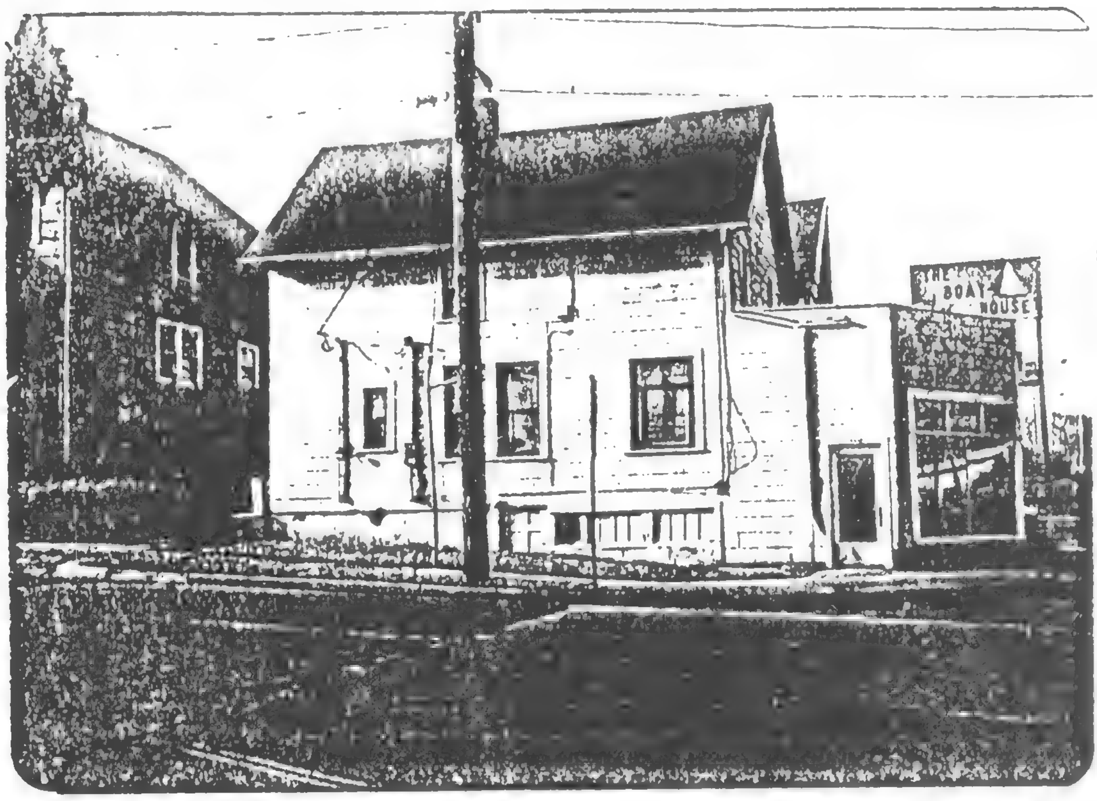
___ Beard ___ Stoudenmeyer ___
___ Cole ___ Semple ___
___ Eriksen ___ Watson NEW
___ Hager ___ Dorn ___ Lou ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

PHOTO RECORD OF SUBJECT PROPERTY

FILE N



SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

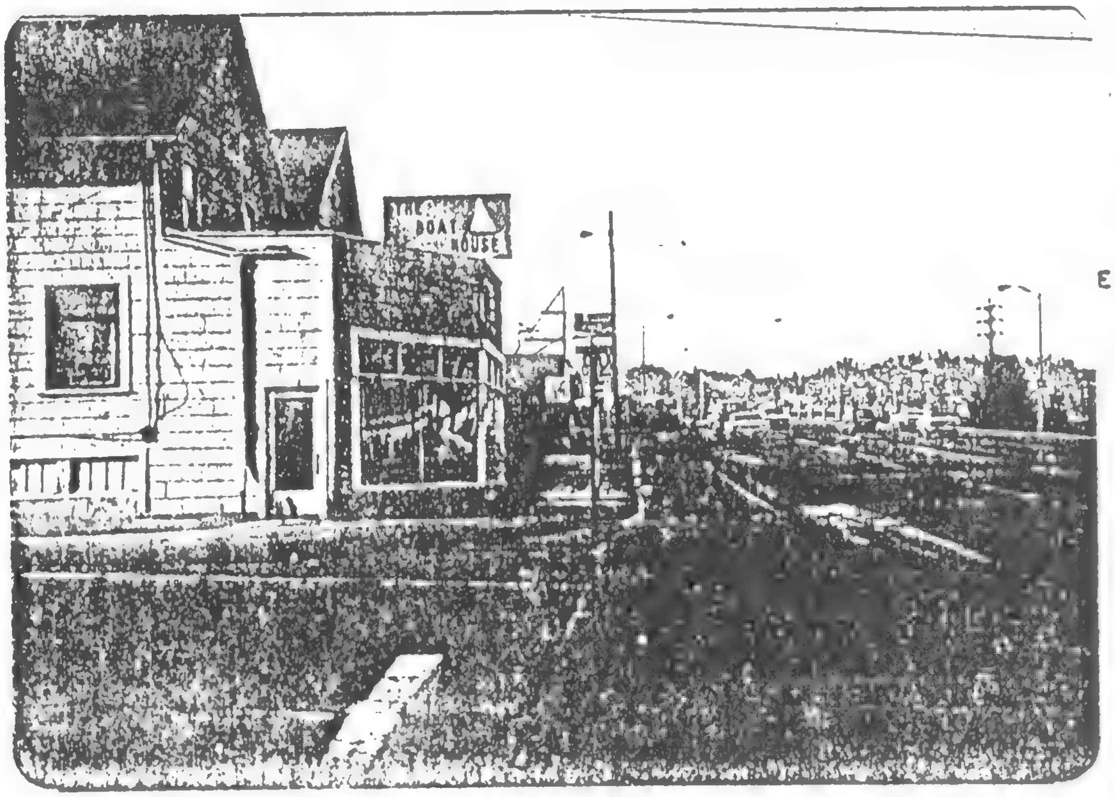
FACING West

TAKEN BY Johnson

DATE TAKEN 1-12-78

ENTS:

Overall view of the s
and dwelling.



SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING West

TAKEN BY Johnson

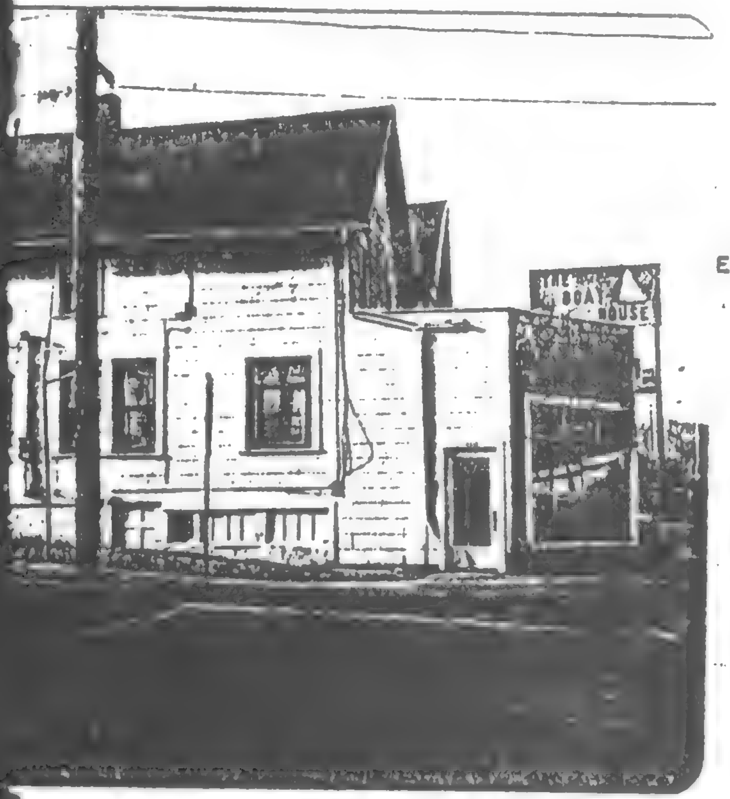
DATE TAKEN 1-12-78

ENTS:

Looking west along Po
Shows the store front
to the front property

SUBJECT PROPERTY

FILE No. 49576



SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

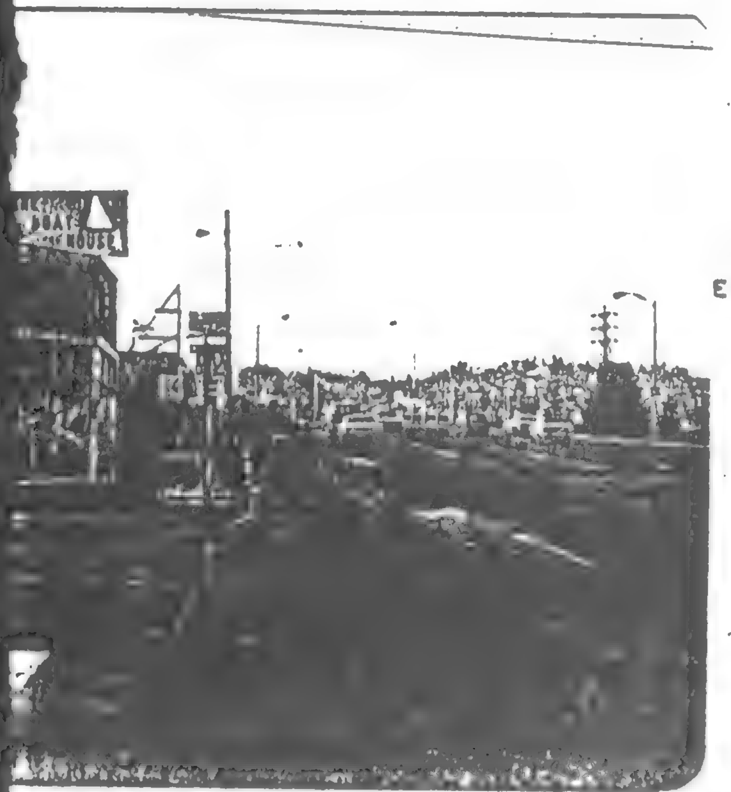
FACING West

TAKEN BY Johnson

DATE TAKEN 1-12-78

ENTS:

Overall view of the subject lot and dwelling.



SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING West

TAKEN BY Johnson

DATE TAKEN 1-12-78

ENTS:

Looking west along Powell Blvd. Shows the store front up almost to the front property line.

49576

May 9, 1978

MEMO TO THE FILE

From: Donald R. Adams
Project Development Manager

Subject: Project Staff Meeting Minutes
May 2, 1978

1. Ross Island Bridge-S.E. 52nd Avenue, Powell Boulevard - Right-of-way acquisition continuing with July letting as objective. City met with PGE and will determine if they can pay for PGE's easements. PGE determining if property owners will grant easements. The plan may revert to cleaned-up, above-ground electrical service with reduced number of poles. Off-street parking in the vicinity of 22nd and 23rd will be included with the project as will an update of the 17th Avenue undercrossing illumination. Structural noise mitigation work for Cleveland High School and the Parry Center has been approved for a May letting. Right-of-way is in difficulty and may delay the project. Service stations at 39th are key properties in advancing the project. The project schedule has slipped one month. We will go with an August bid letting. Further delays will force construction to await the spring season of 1979 due to restrictions on work between October and February by DEQ.

– ncpc #8 / 48

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR
April 27, 1978

FILE:

Rod Henry

FROM: for J. B. Boyd
Right of Way Manager

TO: R. N. Bothman
Metropolitan Administrator

SUBJECT: Acquisition - File #49576
Ross Island Bridge - 52nd
Avenue Section

I have reviewed the letter written to J. H. Versteeg by Stephen Crouch April 12, 1978 on this file.

The practicalities of acquiring this access control across the front of an existing building are questionable. Mr. Sollis has received word that we intend to condemn this access right and also believes this is a very costly, and in all probability, unnecessary action. It would be my opinion that this access be pulled back to the adjacent property line as the owner has retained an attorney and will in all probability contest our right to take this action. I believe it is legally within our right, but it also should be considered at a time when and if the building is removed. At that time I would question as to whether the City would allow an access to be built that close to a radius on the curve.

Please advise us if you still wish this access and we will proceed through the right of eminent domain realizing that the effort will be costly.

JBB:lb
attachs.
cc: J. H. Versteeg ✓
J. Sollis

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
3 Christensen Don
George
2 Olson
Terpin
Sullivan
4 Scott
Savage

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APR 27 1978
ENGINEERING SECTION

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TO: J. H. VERSTEEG Attention Lyle Watson DATE: April 12, 1978
Engineering Section

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Powell Boulevard Phase I
Ross Island Bridge-S.E. 52nd Avenue
Section

This is to confirm the original right-of-way map's indication that we wish to seek access control for the entire block on the south side of Powell between Sixth and Seventh Avenue. In particular, I was asked if the last 20 feet of the block's access control proposed for the property on the southwest corner of Seventh and Powell, Right-of-Way File No. 49576, could be deleted. I felt that access control of this portion was no less important than the rest because of the lane merging eastbound from McLoughlin. Purchasing the access now will avoid future problems with access requests at that point. This opinion was confirmed by Bob Ewen and Don Adams.

Another point that should be clarified is that while the survey authorization states the project limits as being the Ross Island Bridge to S.E. 52nd, actually there should be no work beyond 50th. I believe that the original intent of the project limits was to allow a two-block taper zone, but as the design turned out, that is not necessary. The project from S.E. 50th to 92nd can incorporate any tapers or blending required.

SDC/ldo

Attachment

1 Versteeg ✓
2 Christensen DX
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[illegible]
Turpin
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3 Scott
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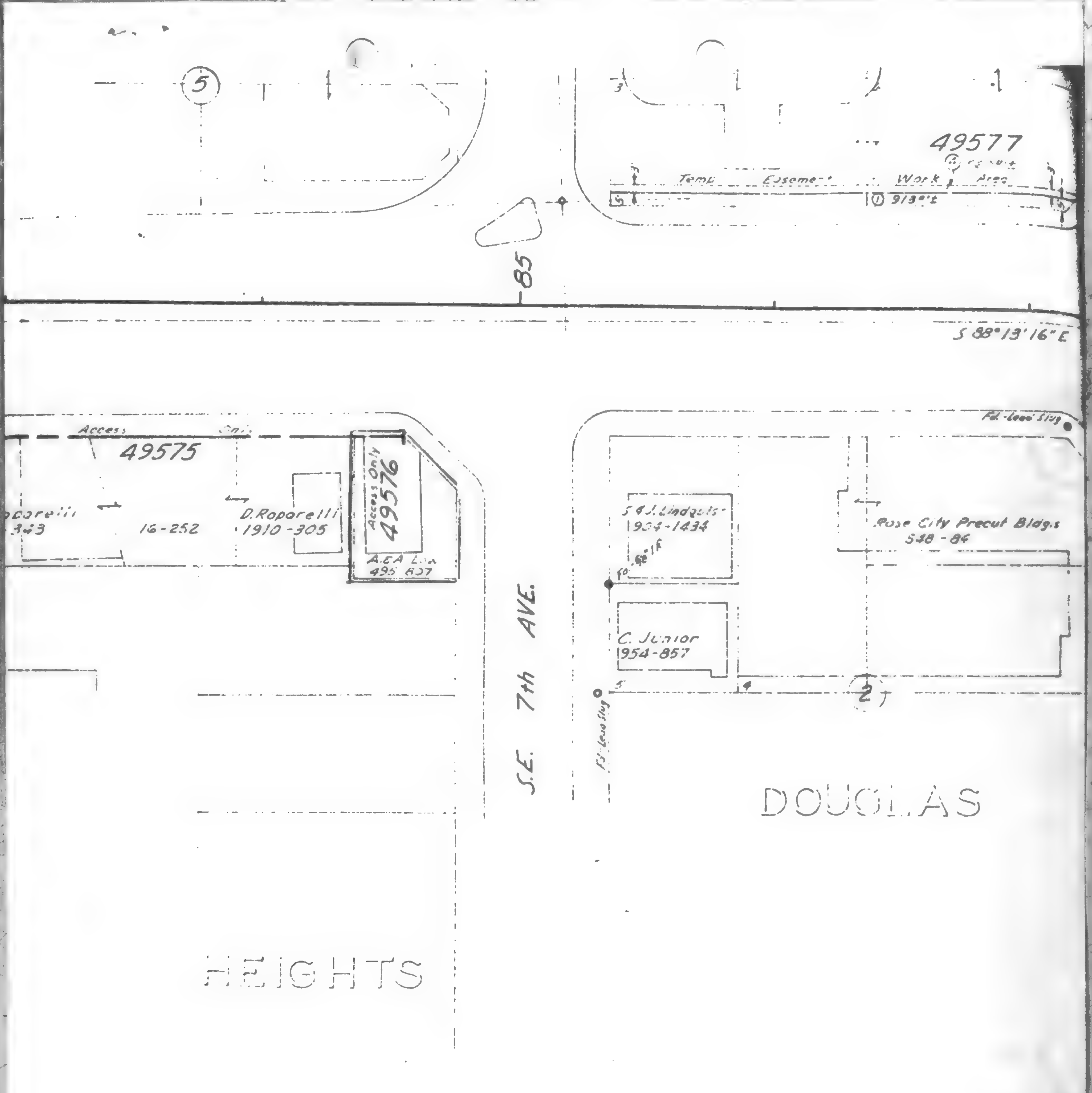

5
49577
Temp. Easement Work Area
① 913°±
85
S 88°13'16" E
Access Only
49575
Access Only 49576
Raparelli
343
16-252
D. Raparelli
1910-305
A.E.A. L...
495 637
S.E. 7th AVE.
Fd. Lead Slug
S & J. Lindquis-
934-1434
Rose City Precut Bldg.s
548-84
C. Junior
1954-857
5
4
2
Fd. Lead Slug
DOUGLAS
HEIGHTS

8860

26

STATE OF OREG
DEPARTMENT OF TRANSPORTATION

INTERO CE MEMO
Metropolitan Branch

TO: FLOYD SCOTT
R/W Descriptions Engineer

DATE: April 18, 1978

FROM: E. J. DUNN
Resident Engineer

SUBJECT: Ross Island Bridge to 52nd Ave.
Multnomah County
Prefix: 26-1997
R/W File No. 49560
9B-15-5

For File No. 49560 the easements will require modification.

The driveway shaded in blue on the attached sheet will have to be reconstructed to maintain a decent access.

The proposed widening and crown of the roadway will undercut the present AC driveway, causing a poor connection. To improve this connection and matching it is anticipated on removing the existing driveway and reconstructing a new, which will require a construction easement.

Attached is a copy of the right-of-way and field notes showing the area involved.

ja
Attachments
cc: METRO Right-of-way

___ Versteeg
2 Christensen D
___ George
___ Olson
___ Terpin
~~Sullivan~~
~~[illegible]~~
~~[illegible]~~

Revised File to R/W 4-21-78

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NOTED
ROBERT R. ROUNDS
APR 20 1978

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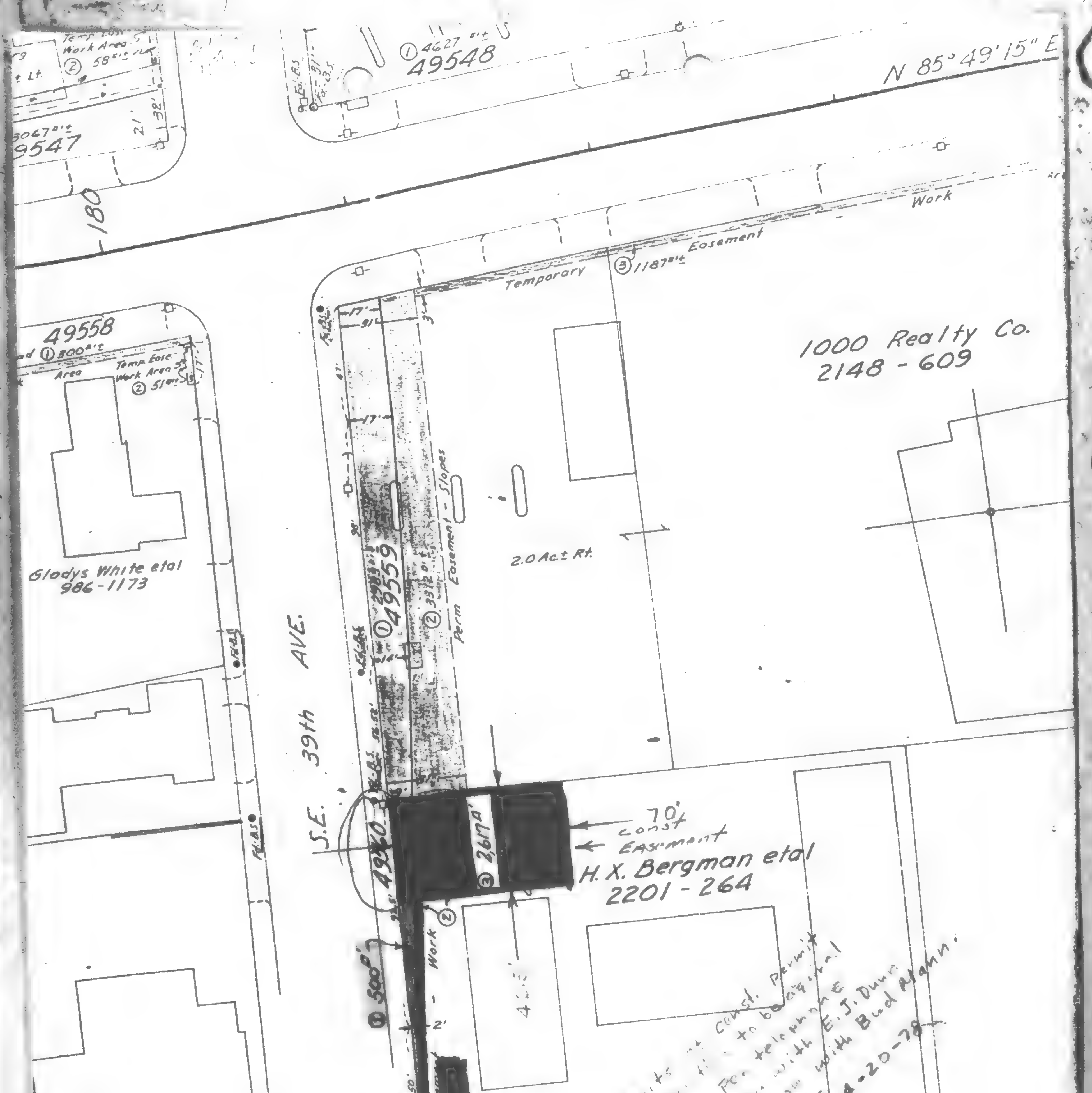
① 4627 ft²
49548
N 85° 49' 15" E
30670 ft²
49547
180
Temp Ease.
Work Area ② 58 ft²
Work
Temporary
③ 1187 ft² Easement
49558
① 300 ft²
Temp Ease.
Work Area
② 51 ft²
1000 Realty Co.
2148 - 609
Glodys White etal
986-1173
S.E. 39th AVE.
① 49559
② Perm Easement - Slopes
2.0 Act. Rt.
4920
③ 2,617 ft²
70'
Const
Easement
H. X. Bergman etal
2201 - 264
① 500 ft²
② Temp. Easement - Work
2'
3'

Limits of const. permit less [illegible] to be original in fee. Per telephone conversation with E.J. Dunn and discussion with Bud Alamn. Rounds 4-20-78

Ross Island Bridge to 52nd Ave.
Multnomah County
Prefix: 26-1997

Salem, Oregon
April 12, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

File 49576
Ross Island Br.-SE 52nd Ave.
Mt. Hood Highway
Multnomah County

Rod Henry
Assistant Right-of-Way Manager

We have reviewed the proposed access control on the subject file and discussed it in depth with Don Adams. The concensus is that we should have access control at this location and should proceed with condemnation. It is not desirable to have an access at this location. A memo will be forthcoming from Metro confirming this decision.

DOC:ab
cc: Don Adams
Lyle Watson

✓ Versteeg ✓
Christensen
George
Olson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 3, 1978

FROM: Rod Henry, Assistant
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: File 49576
Ross Island Bridge-SE 52nd
Avenue Section
Mt. Hood Highway

This right of way file is for access control only. The property involved is located at the intersection of SE 7th Avenue and Powell Blvd. and has only 30 feet of access to Powell Blvd. The property is currently improved with an old retailed building that also includes two apartment units. The highest best use of the property is as developed. The property currently does not utilize vehicular access to either Powell Blvd. or 7th Avenue and because of the existing improvement, it is doubtful if vehicular access will be used in the foreseeable future.

The property owner has rejected the State's offer of $500 to acquire the access rights and has retained a well known condemnation attorney to handle the case. It appears that in order to acquire the access rights, we will not only have to proceed with condemnation, but the chances of obtaining a favorable verdict are highly unlikely.

The property is located over 150 feet from the McLoughlin Blvd. off ramp and it would appear that it may be in the best interest of the State to cancel this file.

Would you please review the access requirements to determine if this can be canceled.

RJH:jk
cc: L. C. Grothaus

1 Versteeg
2 Christensen RD ✓
Georgs
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BY FINAL DESIGN ENGINEER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 10, 1978

N E Mann

FROM: N. E. Mann
Final Design

SUBJECT: Ross Island Br.-52nd Ave.
Mt. Hood Highway
Multnomah County

TO: MEMO TO THE FILES

The following persons met in the Metro Region Office April 7, to discuss matters pertaining to right-of-way acquisition:

Marion Craft, Region Construction Engineer
H. M. Fillmore, Resident Engineer
Steve Crouch, Project Coordinator
Louis Grothaus, Metro R/W Supervisor
N. E. Mann, Senior Designer

The discussion focused mainly on the temporary easements back of the proposed walks. These are intended for a work area in which the contractor can place his forms for the walk and as a place to stand to work the concrete. Also, any patching and matching of the adjacent property is to be done in this area. Mr. Grothaus is meeting some resistence in obtaining these easements from a number of the property owners. There could be several which will be obtained only through condemnation proceedings. However, it was the concensus of those present that these easements are necessary. Grothaus is going to proceed to seek their acquisition.

The fence along the St. Ignatius School play ground was looked at. It was decided that a new fence would need to be placed before the old fence was removed. This is to prevent balls and children from running into the street (Powell Boulevard).

Steve Crouch informed me that the work on this project is to end at 50th Street. There is to be no work done from 50th Street to 52nd at this time.

NEM:ab
cc: Craft, Marion
Fillmore, H. M.
Crouch, Steve
Grothaus, Louis
Mann, N.E.

1 Versteeg ✓
2 Christensen DD
George
Olson
Terpin
Sullivan
Scott
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APR 18 1978
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BY FINAL DESIGN ENGINEER

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR
STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.

DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
E. J. SIMMONS
DAVID K. McADAMS
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
RODERIC S. MacMILLAN
JAMES E. BENEDICT
STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

April 10, 1978

CERTIFIED MAIL -- RETURN RECEIPT REQUESTED

Department of Transportation
State Highway Division
State of Oregon
Salem, Oregon 97310

Re: Notice of Tort Claim under Oregon's Tort Claim Act--
Capital Exchange Corporation (Don Casey), Ross
Island Br. - 52nd Avenue (IX-24(7))
File No. 49545

Gentlemen:

We represent the above-named property owners. We understand that the state told the property owners that they would not be eligible for the statutory relocation benefits and assistance until after their property had been purchased by the state. We further understand that the state told the property owners that the property would be acquired and, further, that the acquisition would occur in the immediate future. The notice that the state would acquire the property in the immediate future was given by letter dated November 21, 1977. That letter noted that the property owners could be required to vacate the premises at any time 90 days after November 21, 1977. The state's action has caused the property owners to lose tenants and valuable rents and has further caused them to obtain a new location and incur substantial financing costs that would not have been required had the state formally condemned the property and deposited the just compensation into court in a reasonable and timely fashion.

We further understand that even after the state's conduct resulted in our clients being forced to vacate the premises the state did not commence its condemnation action in a timely fashion. We understand as of the date of this letter that no action in condemnation has been commenced.

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APR 11 '78
REFER TO
Sollis
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

orig to

It is our opinion, under these facts, that the state is liable to our clients for all damages caused by the state's conduct and we are formally putting you on notice of this claim under the Oregon Tort Claims Act. We invite your attention to the case of Urban Renewal Agency v. Lackey, 275 Or. 35 (1976), and the various state statutes, federal statutes, and regulations involved.

Our clients have lost substantial and valuable rents from the property after they were required to vacate the premises and incurred other substantial financing costs which were caused by the state's failure to timely file and deposit funds. We intend to proceed with an appropriate action or counterclaim to recover the damages which our clients have incurred. We have not computed these damages to date, but will be provided in due course.

Very truly yours,

John L. Schwabe

John L. Schwabe

JLS-ag

cc: Attorney General,
State of Oregon

Mr. Don Casey

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS "ROBCAL"
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DAVID K. McADAMS
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JAMES E. BENEDICT
STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

April 10, 1978

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Department of Transportation
State Highway Division
State of Oregon
Salem, Oregon 97310

Re: Notice of Tort Claim under Oregon's Tort Claim Act--
Richard B. and Anne V. S. Pierce, 1025 S. E. Powell,
Ross Island Bridge, 52nd Ave. Section

Gentlemen:

We represent the above-named property owners. We understand that the state told the property owners that they would not be eligible for the statutory relocation benefits and assistance until after their property had been purchased by the state. We further understand that the state told the property owners that the property would be acquired and, further, that the acquisition would occur in the immediate future. The notice that the state would acquire the property in the immediate future was given by letter dated November 21, 1977. That letter noted that the property owners could be required to vacate the premises at any time 90 days after November 21, 1977. The state's action has caused the property owners to lose tenants and valuable rents and has further caused them to obtain a new location and incur substantial financing costs that would not have been required had the state formally condemned the property and deposited the just compensation into court in a reasonable and timely fashion.

We further understand that even after the state's conduct resulted in our clients being forced to vacate the premises, the state did not commence its condemnation action in a timely fashion.

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STATE HWY ENGR
APR 11 '78
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Sollie
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

We understand that near the end of March, 1978, an action was commenced, but even then, no deposit of just compensation was made.

It is our opinion, under these facts, that the state is liable to our clients for all damages caused by the state's conduct and we are formally putting you on notice of this claim under the Oregon Tort Claims Act. We invite your attention to the case of Urban Renewal Agency v. Lackey, 275 Or. 35 (1976), and the various state statutes, federal statutes, and regulations involved.

Our clients have lost substantial and valuable rents from the property after they were required to vacate the premises and incurred other substantial financing costs which were caused by the state's failure to timely file and deposit funds. We intend to proceed with an appropriate action or counterclaim to recover the damages which our clients have incurred. We have not computed these damages to date, but will be provided in due course.

Very truly yours,

John L. Schwabe

John L. Schwabe

JLS-ag

cc: Attorney General,
State of Oregon

State File # 49602

9860

26

STATE OF OREGON

INTERO ICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: March 30, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
Ross Island Bridge-52nd Avenue Section
Mt. Hood Highway
Multnomah County

Attached are two prints of the approved sign study plans for the above-named section.

L E George

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: R. N. Bothman w/attachment
E. L. Hardt w/attachment
F. T. Lacey w/attachment

REFERRED TO
2 Beard WGB
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Savage

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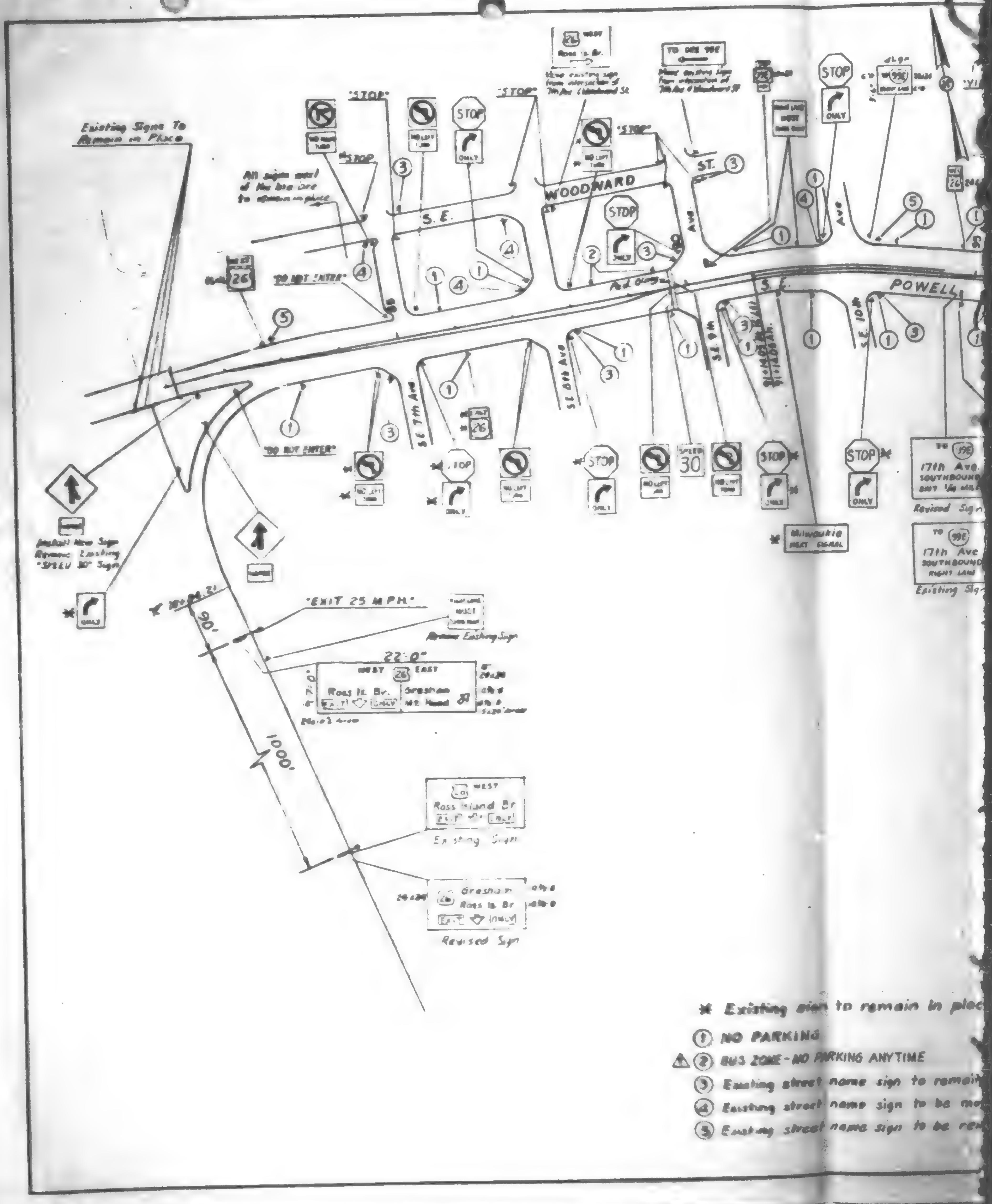
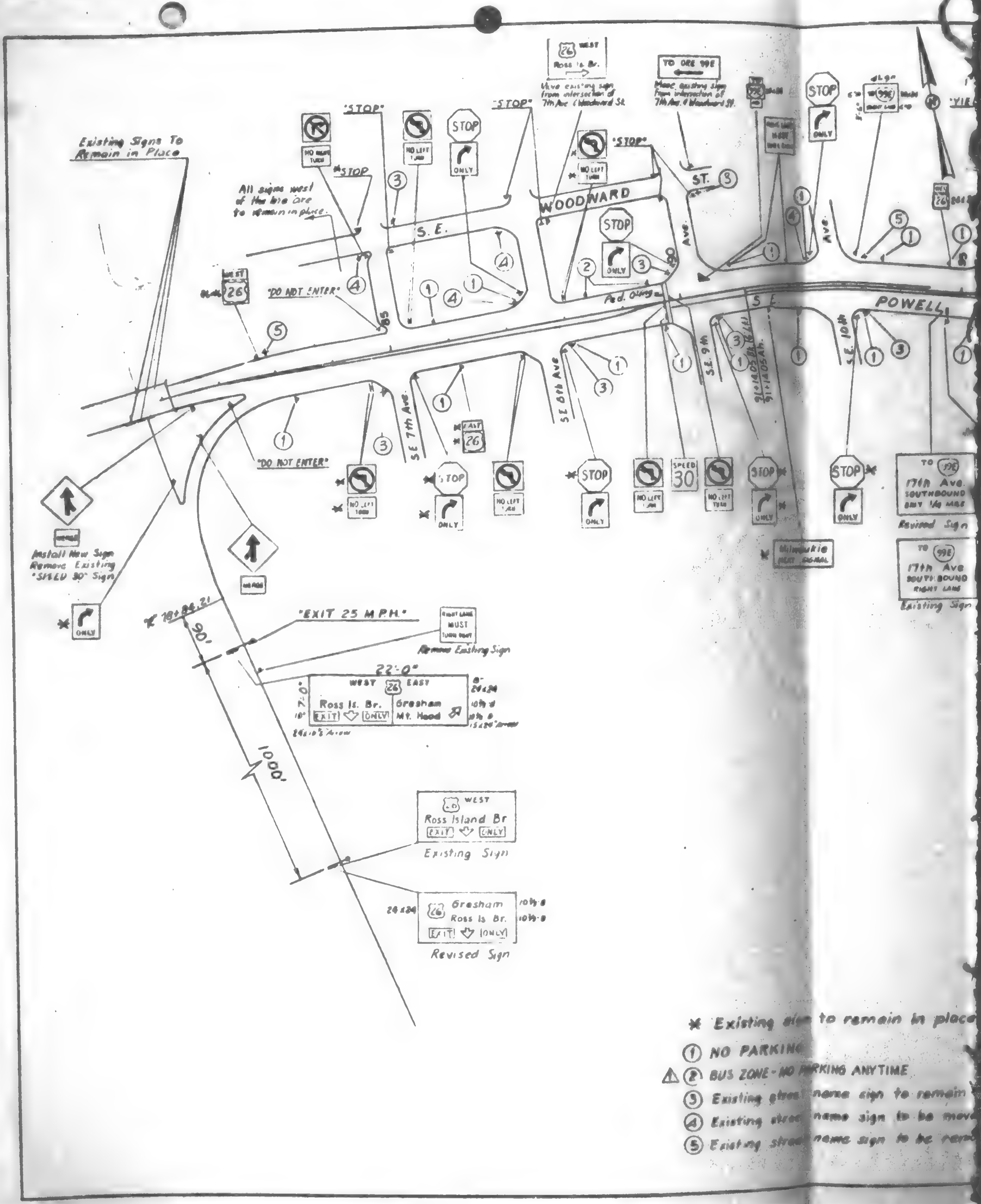
APR 04 1978
ENGINEERING SECTION

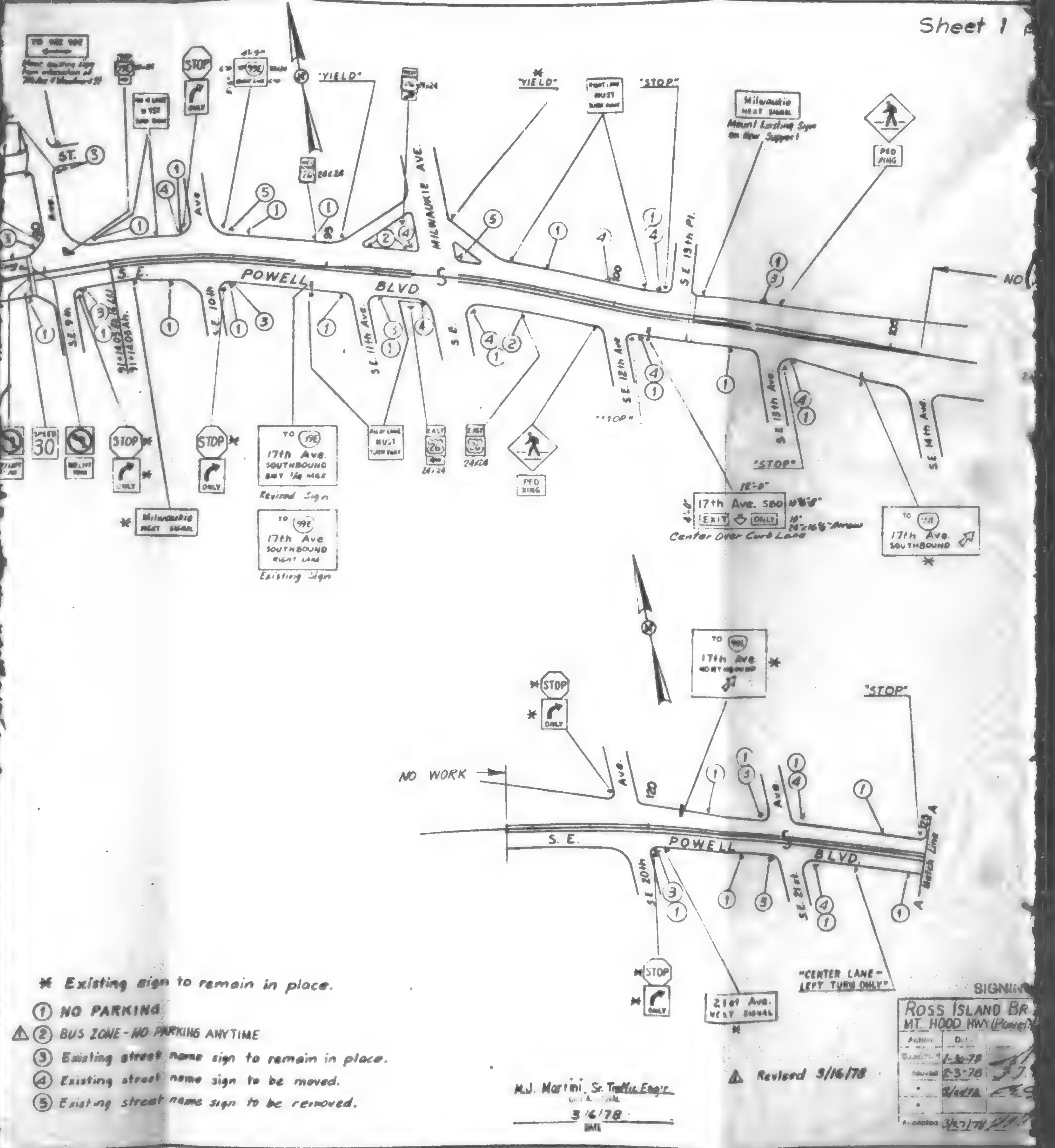
Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387


Existing Signs To Remain in Place
All signs east of this line are to remain in place
"STOP"
"STOP"
"STOP"
"STOP"
NO RIGHT TURN
NO LEFT TURN
STOP
ONLY
WEST
26
Ross Is. Br.
Move existing sign from intersection of 7th Ave & Woodward St
TO ORE 99E
Place existing sign from intersection of 7th Ave & Woodward St
STOP
ONLY
RIGHT LANE MUST TURN RIGHT
99E
RIGHT LANE
S.E.
WOODWARD
ST.
Ave
Ave
"DO NOT ENTER"
Ped. Xing
S.E.
POWELL
S.E. 7th Ave
S.E. 8th Ave
S.E. 9th
S.E. 10th
"DO NOT ENTER"
STOP
SPEED 30
NO LEFT TURN
Milwaukie NEXT SIGNAL
TO 99E 17th Ave. SOUTHBOUND EXIT 1/4 MILE
Revised Sign
TO 99E 17th Ave SOUTHBOUND RIGHT LANE
Existing Sign
Install New Sign Remove Existing "SPEED 30" Sign
"EXIT 25 M.P.H."
RIGHT LANE MUST TURN RIGHT
Remove Existing Sign
90'
22'-0"
WEST 26 EAST
Ross Is. Br.
Gresham Mt. Hood
EXIT ONLY
1000'
WEST
Ross Island Br
EXIT ONLY
Existing Sign
Gresham
Ross Is. Br
EXIT ONLY
Revised Sign
✱ Existing sign to remain in plac
① NO PARKING
② BUS ZONE - NO PARKING ANYTIME
③ Existing street name sign to remai
④ Existing street name sign to be mo
⑤ Existing street name sign to be re


Existing Signs To Remain in Place
All signs west of this line are to remain in place.
"STOP"
NO RIGHT TURN
NO LEFT TURN
STOP
ONLY
WEST 26 Ross Is. Br.
Move existing sign from intersection of 7th Ave & Woodward St.
TO ORE 99E
Move existing sign from intersection of 7th Ave. & Woodward St.
S.E.
WOODWARD
ST.
Ave.
Ave.
"YIE
"DO NOT ENTER"
WEST 26
Ped. Xing
S.E.
POWELL
SE 7th Ave.
SE 8th Ave.
SE 9th
SE 10th
EAST 26
SPEED 30
NO LEFT TURN
Milwaukie NEXT SIGNAL
TO 99E 17th Ave. SOUTHBOUND NEXT 1/4 MILE
Revised Sign
TO 99E 17th Ave. SOUTHBOUND RIGHT LANE
Existing Sign
MERGE
Install New Sign Remove Existing "SPEED 30" Sign
ONLY
18+84.21
90'
"EXIT 25 M.P.H."
RIGHT LANE MUST TURN RIGHT
Remove Existing Sign
22'-0"
7'-0"
WEST 26 EAST
Ross Is. Br. EXIT ONLY
Gresham Mt. Hood
1000'
26 WEST
Ross Island Br
EXIT ONLY
Existing Sign
24x24
26 Gresham Ross Is. Br. EXIT ONLY
Revised Sign
* Existing sign to remain in place
① NO PARKING
② BUS ZONE - NO PARKING ANYTIME
③ Existing street name sign to remain
④ Existing street name sign to be move
⑤ Existing street name sign to be remo

Sheet 1


ST.
"YIELD"
"YIELD"
"STOP"
Milwaukie
NEXT SIGNAL
Mount Existing Sign on New Support
PED XING
MILWAUKIE AVE.
S.E. POWELL BLVD
SE 9th
SE 10th
SE 11th Ave.
S.E. 12th Ave
S.E. 13th Ave.
SE 13th Pl.
S.E. 14th Ave.
SPEED 30
STOP
ONLY
TO 99E 17th Ave. SOUTHBOUND NEXT 1/4 MILE
Revised Sign
TO 99E 17th Ave SOUTHBOUND RIGHT LANE
Existing Sign
Milwaukie NEXT SIGNAL
24x24
"STOP"
12'-0"
17th Ave. SBD
EXIT ONLY
Center Over Curb Lane
TO 99E 17th Ave. SOUTHBOUND
TO 99E 17th Ave. NORTHBOUND
NO WORK
S.E. POWELL BLVD.
SE 20th
S.E. 21st Ave.
Match Line
A
21st Ave. NEXT SIGNAL
"CENTER LANE - LEFT TURN ONLY"
"STOP"

✱ Existing sign to remain in place.

① NO PARKING

⚠ ② BUS ZONE - NO PARKING ANYTIME

③ Existing street name sign to remain in place.

④ Existing street name sign to be moved.

⑤ Existing street name sign to be removed.

M.J. Martini, Sr. Traffic Eng'r

3/6/78

⚠ Revised 3/16/78

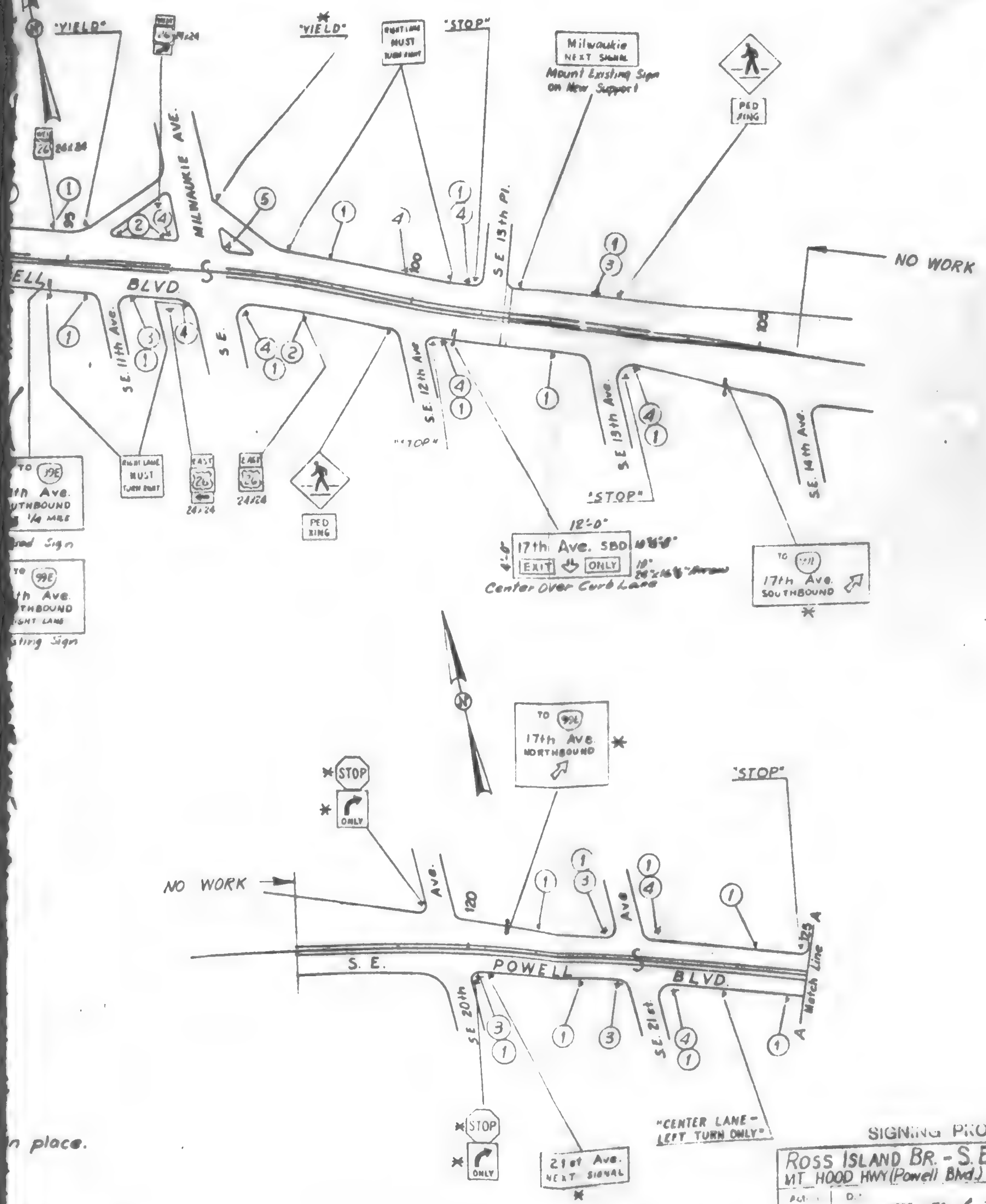
SIGNIN

ROSS ISLAND BR

MT. HOOD HWY (Powell

Action	Date
Submitted	1-30-78
Revised	2-3-78
"	3/16/78
"	
Accepted	3/27/78

Sheet 1 of 3


"YIELD"
26 24x24
"YIELD"
RIGHT LANE MUST TURN RIGHT
"STOP"
Milwaukie NEXT SIGNAL
Mount Existing Sign on New Support
PED XING
MILWAUKIE AVE.
S.E. 13th Pl.
NO WORK
ELL BLVD.
S.E. 11th Ave.
S.E.
S.E. 12th Ave
S.E. 13th Ave.
S.E. 14th Ave.
"STOP"
TO 99E th Ave. UTHBOUND 1/4 MILE
ised Sign
TO 99E th Ave. THBOUND IGHT LANE
sting Sign
RIGHT LANE MUST TURN RIGHT
EAST 26 24x24
EAST 26 24x24
PED XING
"STOP"
12'-0"
4'-6"
17th Ave. SBD
EXIT ONLY
10"
Center Over Curb Lane
TO 99E 17th Ave. SOUTHBOUND
TO 99E 17th Ave. NORTHBOUND
STOP
ONLY
"STOP"
NO WORK
Ave.
Ave.
S. E. POWELL BLVD.
SE 20th
S.E. 21st
Match Line A
"CENTER LANE - LEFT TURN ONLY"
STOP
ONLY
21st Ave. NEXT SIGNAL

n place.

remain in place.
be moved.
be removed.

Revised 3/16/78

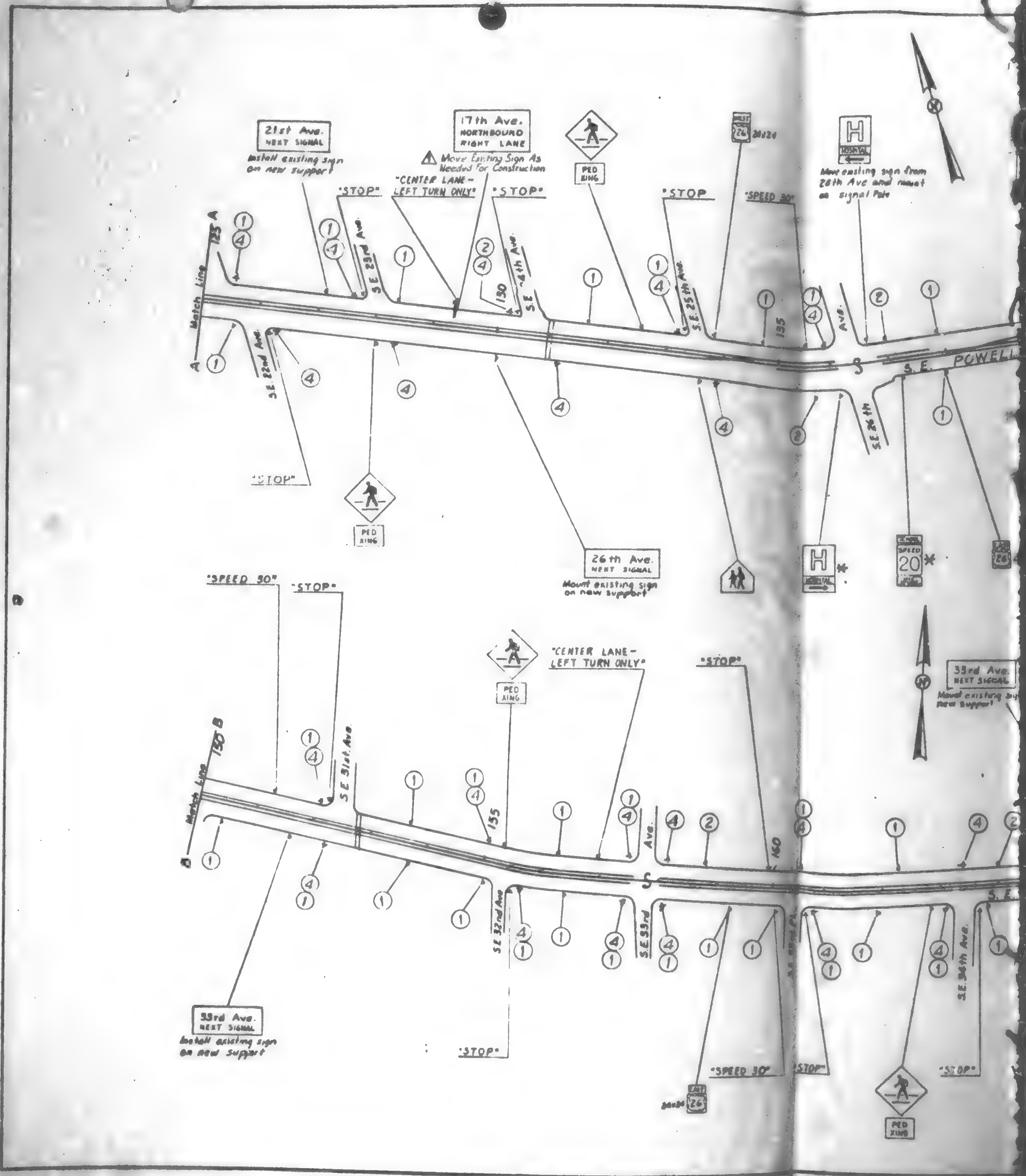
M.J. Martini, Sr. Traffic Eng'r.

3/6/78
DATE

SIGNING PROJECT

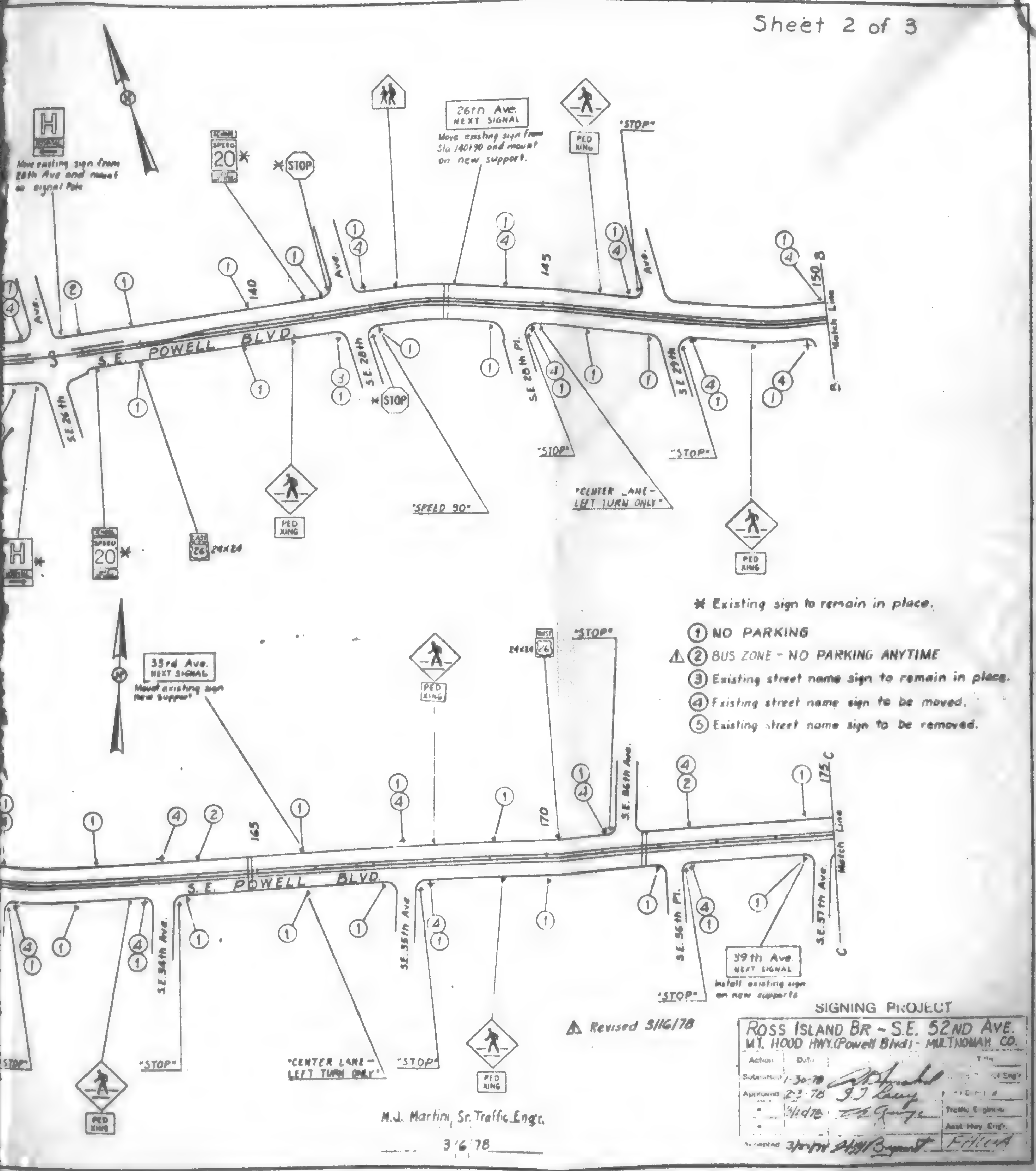
ROSS ISLAND BR. - S.E. 52ND AVE.
MT. HOOD HWY (Powell Blvd.) - MULTNOMAH CO.

1-30-78		
2-3-78	F.J. Lacey	
3/14/78		Asst Hwy. E
Accepted 3/27/78	W. Bauer II	F.H.W.A.



21st Ave.
NEXT SIGNAL
Install existing sign on new support
17th Ave.
NORTHBOUND
RIGHT LANE
Move Existing Sign As Needed For Construction
PED XING
26
"STOP"
"CENTER LANE-LEFT TURN ONLY"
"STOP"
"STOP
"SPEED 30"
H
HOSPITAL
Move existing sign from 28th Ave and mount on signal Pole
Match Line 125 A
A
S.E. 23rd Ave.
S.E. 24th Ave.
130
S.E. 25th Ave.
135
Ave.
S.E. POWELL
S.E. 22nd Ave.
S.E. 26th
"STOP"
PED XING
26th Ave.
NEXT SIGNAL
Mount existing sign on new support
H
HOSPITAL
SPEED
20
26
"SPEED 30"
"STOP"
PED XING
"CENTER LANE-LEFT TURN ONLY"
"STOP"
33rd Ave.
NEXT SIGNAL
Mount existing sign on new support
N
Match Line 150 B
B
S.E. 31st Ave.
155
Ave.
160
S.E. 32nd Ave.
S.E. 33rd
S.E. 33rd Pl.
S.E. 34th Ave.
S.E.
33rd Ave.
NEXT SIGNAL
Install existing sign on new support
"STOP"
"SPEED 30"
26
"STOP"
PED XING
"STOP"

Sheet 2 of 3


Move existing sign from 28th Ave and mount on signal Pole
SPEED 20 *
* STOP
26th Ave. NEXT SIGNAL
Move existing sign from Sta 140+90 and mount on new support.
PED XING
"STOP"
S.E. POWELL BLVD.
Ave.
140
145
150 B
Match Line
S.E. 26th
S.E. 28th
S.E. 28th Pl.
S.E. 29th
* STOP
"STOP"
"SPEED 30"
"CENTER LANE-LEFT TURN ONLY"
PED XING
EAST 26 24x24
SPEED 20 *
H *
33rd Ave. NEXT SIGNAL
Mount existing sign new support
PED XING
24x24 EAST 26
"STOP"
S.E. 36th Ave.
165
170
175 C
S.E. POWELL BLVD.
S.E. 34th Ave.
S.E. 35th Ave
S.E. 36th Pl.
S.E. 37th Ave.
39th Ave. NEXT SIGNAL
Install existing sign on new supports
"STOP"
"CENTER LANE-LEFT TURN ONLY"
"STOP"
PED XING
PED XING

* Existing sign to remain in place.

① NO PARKING

△ ② BUS ZONE - NO PARKING ANYTIME

③ Existing street name sign to remain in place.

④ Existing street name sign to be moved.

⑤ Existing street name sign to be removed.

△ Revised 3/16/78

M.J. Martini, Sr. Traffic Engr.

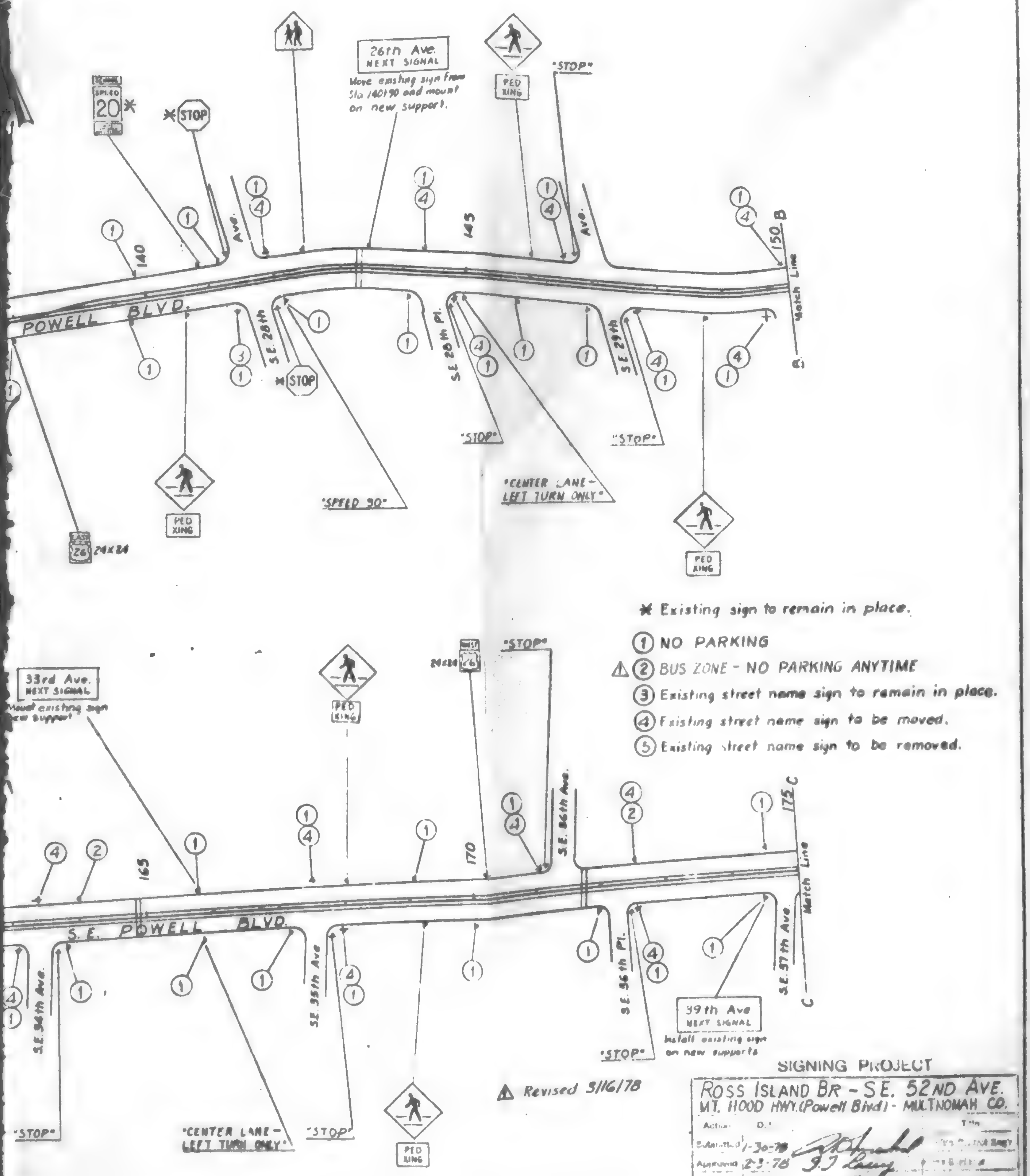
3/6/78

SIGNING PROJECT

ROSS ISLAND BR - S.E. 52ND AVE.
MT. HOOD HWY. (Powell Blvd) - MULTNOMAH CO.

Action	Date		Title
Submitted	1-30-78		Engr
Approved	2-3-78		
	3/2/78		Traffic Engineer
			Asst. Hwy Engr.
Accepted	3/20/78	Bryant	

Sheet 2 of 3


SPEED 20 *
* STOP
26th Ave. NEXT SIGNAL
Move existing sign from Sta 140+90 and mount on new support.
PED XING
"STOP"
140
Ave.
145
Ave.
150 B
Match Line
B
POWELL BLVD.
S.E. 28th
STOP
S.E. 28th Pl.
S.E. 29th
"SPEED 30"
"STOP"
"CENTER LANE - LEFT TURN ONLY"
"STOP"
PED XING
EAST 26 24x24
PED XING
33rd Ave. NEXT SIGNAL
Mount existing sign on new support
PED XING
24x24 WEST 26
"STOP"
165
170
S.E. 36th Ave.
175 C
Match Line
S.E. POWELL BLVD.
S.E. 34th Ave.
S.E. 35th Ave
S.E. 36th Pl.
S.E. 37th Ave.
C
39th Ave NEXT SIGNAL
Install existing sign on new supports
"STOP"
"STOP"
"CENTER LANE - LEFT TURN ONLY"
"STOP"
PED XING

* Existing sign to remain in place.

① NO PARKING

⚠ ② BUS ZONE - NO PARKING ANYTIME

③ Existing street name sign to remain in place.

④ Existing street name sign to be moved.

⑤ Existing street name sign to be removed.

⚠ Revised 3/16/78

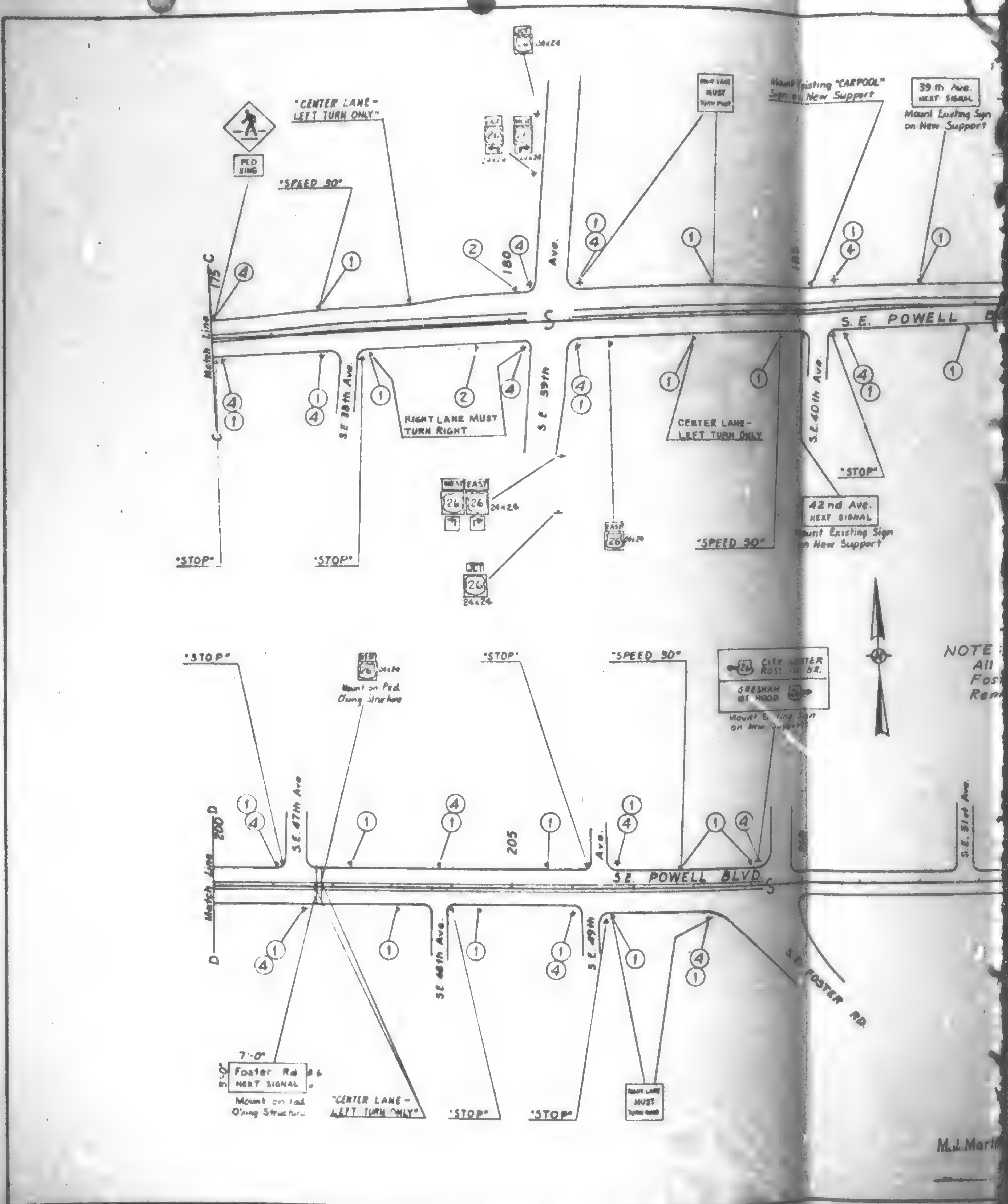
M.J. Martin, Sr. Traffic Engr.

3/6/78

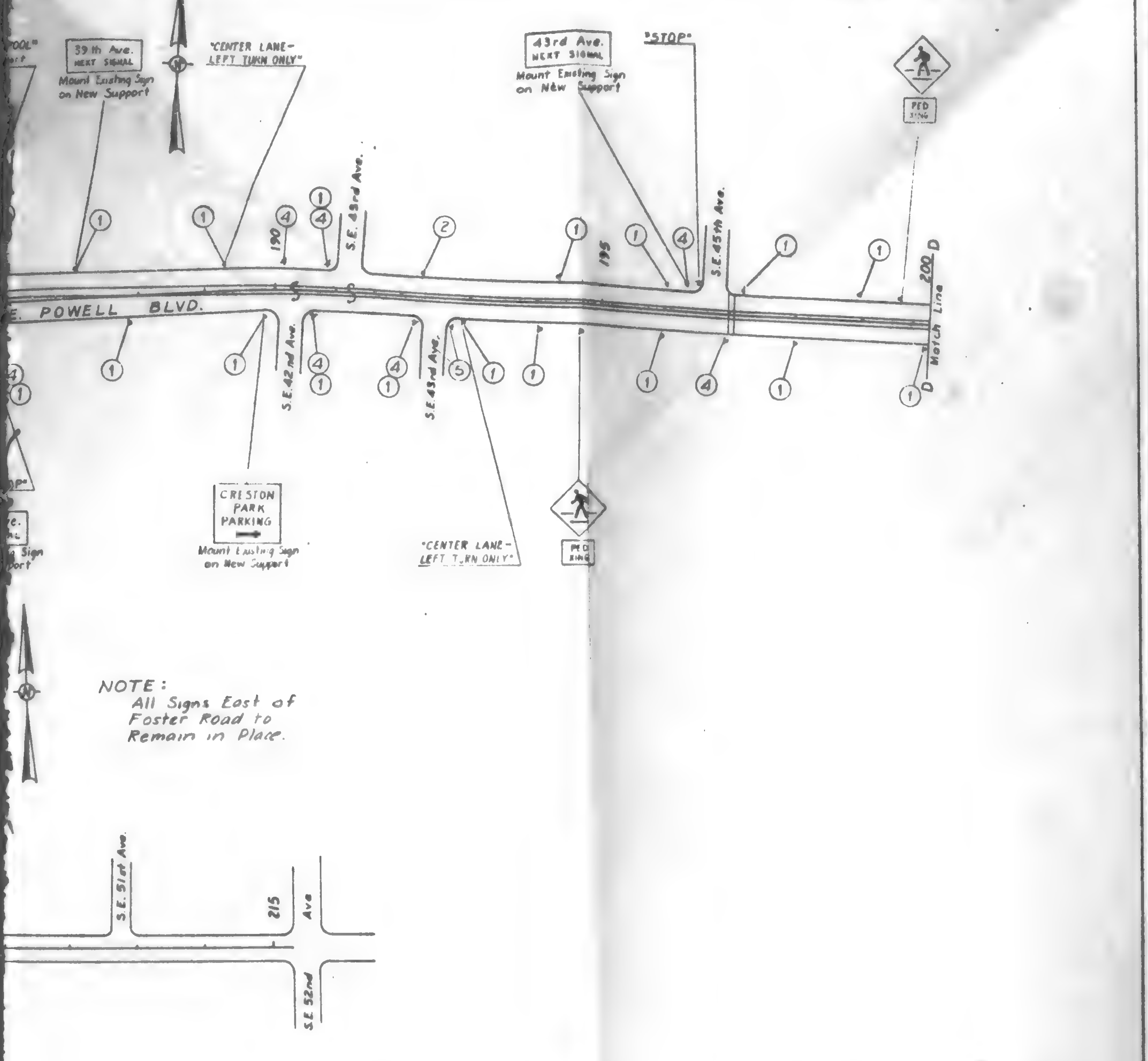
SIGNING PROJECT

ROSS ISLAND BR - S.E. 52ND AVE.
MT. HOOD HWY. (Powell Blvd) - MULTNOMAH CO.

Action	Date		Title
Submitted	1-30-78		[illegible]
Approved	2-3-78	J. J. Leary	[illegible]
"	3/2/78		Traffic Engineer
"			Asst. Hwy. Engr.
[illegible]	3/1/78	[illegible] Bryant	Filed

"CENTER LANE-
LEFT TURN ONLY"
PED XING
"SPEED 30"
24x24
24x20
1
2
4
180
175
C
Match Line
Ave.
S.E. 38th Ave.
S.E. 39th
S.E. 40th Ave.
RIGHT LANE MUST
TURN RIGHT
RIGHT LANE MUST TURN RIGHT
Mount Existing "CARPOOL"
Sign on New Support
39 th Ave.
NEXT SIGNAL
Mount Existing Sign
on New Support
S.E. POWELL BL
CENTER LANE-
LEFT TURN ONLY
"STOP"
42 nd Ave.
NEXT SIGNAL
Mount Existing Sign
on New Support
"SPEED 30"
WEST
EAST
26
EAST
26
20x20
24x24
"STOP"
"STOP"
"STOP"
"STOP"
"SPEED 30"
EAST
26
20x20
Mount on Ped.
O'xing Structure
CITY CENTER
ROSS ISL BR.
GRESHAM
MT HOOD
26
Mount Existing Sign
on New Support
N
NOTE :
All
Fos
Rem
D
200
Match Line
S.E. 47th Ave
205
Ave.
S.E. 51st Ave.
S.E. POWELL BLVD.
S.E. 48th Ave.
S.E. 49th
S.E. FOSTER RD.
7'-0"
Foster Rd.
NEXT SIGNAL
Mount on Ped.
O'xing Structure
"CENTER LANE-
LEFT TURN ONLY"
"STOP"
"STOP"
RIGHT LANE
MUST
TURN RIGHT
M.J. Marti

Sheet 3 of 3



39th Ave. NEXT SIGNAL
Mount Existing Sign on New Support
"CENTER LANE-LEFT TURN ONLY"
43rd Ave. NEXT SIGNAL
Mount Existing Sign on New Support
"STOP"
PED XING
S.E. 43rd Ave.
S.E. 45th Ave.
190
195
200
D
Match Line
POWELL BLVD.
S.E. 42nd Ave.
S.E. 43rd Ave.
CRESTON PARK PARKING
Mount Existing Sign on New Support
"CENTER LANE-LEFT TURN ONLY"
PED XING
S.E. 51st Ave.
215
Ave
S.E. 52nd
1
2
4
5

NOTE:
All Signs East of Foster Road to Remain in Place.

* Existing sign to remain in place. ⚠ Revised 3/16/78

① NO PARKING

⚠ ② BUS ZONE - NO PARKING ANYTIME

③ Existing street name sign to remain in place.

④ Existing street name sign to be moved.

⑤ Existing street name sign to be removed.

M.J. Martini, Sr. Traffic Eng'r.

3/6/78

DATE

SIGNING PROJECT

ROSS ISLAND BR. - S.E. 52ND AVE
MT. HOOD HWY (Powell Blvd) - MULTNOMAH CO.

1-30-78
2-3-78 J. J. Lacey
3/2/78
3/23/78

1859

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. BOYD
Right-of-Way Supervisor

DATE: March 14, 1978

FROM: DONALD R. ADAMS
Project Development Manager

DR Adams

SUBJECT: S.E. Ross Island Bridge to S.E. 52nd Avenue
Powell Boulevard Project

NOTED
E. S. HUNTER

This project, commonly called Powell Boulevard Phase I, is carried on the contract schedule for a July bid opening. I was advised that at the last contract scheduling meeting, the project was reprogrammed for an October bid letting.

I have since talked to Buz Swan and Lou Grothaus. Lou has advised that except for the right-of-way necessary for the pedestrian overcrossings, all the right-of-way will be available in time to meet the July bid letting. It was my understanding that the Powell I project would be advanced without the pedestrian crossings in an effort to meet the July 1 letting; that the pedestrian overcrossings would then be let at a later date. This did not come out apparently at the contract scheduling meeting held on March 9.

I have asked Buz Swan to carry the project in the March, 1978, Schedule of Contract Lettings for a July bid letting. He has agreed to do this on the assumption that the right-of-way time indicated on the current PMS run is incorrect and that you will change the right-of-way schedule of the project to reflect that right-of-way acquisition for the pedestrian overcrossing will not delay the contract letting. This could be done by successfully doing the right-of-way in time or by postponing the pedestrian overcrossing construction.

Other issues must be resolved also; i.e., (1) storm sewers on Powell I may not have adequate capacity to handle water from Powell II; (2) illumination data is required from the City. I anticipate these will be resolved to meet the current July schedule.

I am reaffirming that the July, 1978, contract letting date should be held firm.

DRA/ldo
cc: E. S. Hunter
J. H. Versteeg
D. E. Swan
L. C. Grothaus
J. D. McClure

RECEIVED
TECHNICAL SERVICES
MAR 20 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

8260

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -24(7)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71108

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 2-16-78	FEDERAL ROUTE NUMBER Primary 24 STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

"Ross Island Bridge - SE. 52nd Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT OF WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-13-78 you are authorized to proceed with the actual acquisition of Files 50108, and revised files 49563, 49578, 49584 and 49906, at a total estimated cost of $120,000, Federal funds $102,960. (No additional obligation of funds required at this time) I approve the supplemental relocation plan of 2-3-78.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE 3-2-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8860

26

Salem, Oregon
Jan. 10, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50108 - Olson
Mt. Hood Highway
Ross Island Br. - 52nd Ave. Section
Multnomah County

Attached is a description and an authorization covering additional R/W required for a pedestrian structure over Powell Blvd. due to a change of design.

R/W prints, covering this File, were sent to your office with the revision of File 49578.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8860

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1978

Rod Henry

FROM: ROD HENRY, Assistant
Right of Way Manager

SUBJECT: File Nos. 49559 & 49548
Ross Island Br.-52nd Avenue
Mt. Hood Highway

TO: HAL VERSTEEG
Head of Engineering

I am attaching a series of letters concerning two proposed design changes at 39th and Powell. If the changes are acceptable, would you please have the files revised.

RJH:jk
attachments

Data on Mobil Property to Scott 2/1/78 NEM

The proposal at Jolly Roger was determined not to be feasible NEM

RECEIVED
JAN 06 1978
ENGINEERING SECTION

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
3 Scott
Savage
Tro
☐
Do Not File
Return To
Bring Up __/__/__
Action

RECEIVED
JUL 21 1978
ENGINEERING SECTION

1 Versteeg ✓
2 Christensen
Georgs
Olson
Terpin
Sullivan
3 Scott
Savage
Trout
☐
Do Not File
Return To
Bring Up __/__/__
Action

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan St., Portland 97213

DATE December 29, 1977

TO ROD HENRY
Assistant R/W Manager

FROM LOUIS C. GROTHAUS
Metro R/W Supervisor

File No. 49559-1000 Realty Inc.
49548-Archer
Ross Island Br.-52nd Avenue
Mt. Hood Highway

RIGHT OF WAY SECTION
RECEIVED
JAN - 5 1978
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RC

SUBJECT Reduction of Damage to Remainder Property

Attached are copies of letters, drawings, estimates, etc. on the above two files addressing the matter of reducing the damage to the remainder property by changing the design and/or elimination of a slope easement.

I would suggest submitting both files to the design section for their consideration.

On File 49559, Mobil Co., the tenant on the property affected by the slope easement, is very much against said easement claiming serious damage to the station as is the property owner (claiming they will be seriously damaged if Mobil Oil terminates their lease, which they can do if there is an eminent domain taking from the property).

I would recommend approval of this change as there is no affect to the basic design of the project and only a slight ($1,900) construction cost increase. The saving in damages to the service station would probably exceed $100,000.

On File 49548 the change is a matter for the Design Section. Does a possible saving of $9,000 damage to a property justify going to a change from the standard curb design to a curb with 1.8 ft. exposure and a safety required handrail?

LCG:jb
Attachments

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE October 20, 1977

TO L. C. Grothaus

Robert E Lyons

FROM Robert E. Lyons

SUBJECT File No: 49548
Archer
Ross Island Br. - 52nd Ave.
Mt. Hood Highway
Multnomah County
IX-24 (7)

Resident Engineer Frank Bresnan, has given a cost estimate of $1027± to ramp the sidewalk at the entrance to the Jolly Rogers restaurant. My estimate of damage to the Jolly Rogers restaurant, as per attached correspondence, is $10,000.

Because of the savings we should request this revision in design be incorporated in the final plans.

REL:lb
cc: Grothaus

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
October 12, 1977
Portland, Oregon

FILE:

FROM: Frank Bresnan
Resident Engineer

TO: Robert T. Ewen
Location Engineer

SUBJECT: File No. 49548 - Archer
R. E. Lyons request for Construction
Design Change on Entrance. 10/7/77

To change proposed wall with step design to one of raising sidewalk to meet entrance by increasing height of roadside curb at entrance and ramping to normal with a maximum sidewalk grade of 5 % would cost approximately $ 1,000 more. This includes 66 lineal feet of hand rail for safety due to 1.8 foot curb exposure.

There is to be no parking along this curb, so except for appearance this plan appears feasible. Especially if savings can be realized on damages.

This type treatment
Not feasible as it
is at a Tri Met
Bus Stop.

ATTCH: R.E. Lyons letter.
Shotgun Estimate.
Profile, Typical Section Sketch.

OREGON STATE HIGHWAY DEPT

Jolly Roger Entrance Walk 39th & Powell Blvd.
Broadwater 10-77

Shotgun Estimate:

Ramp Sidewalk up to Entrance insted of using Ret. Wal

Additional Walk Aprox 5 Lin. ft.
5 × 8' ÷ 9 = 4.4± Sq. Yds. @ $9.50 = 41.80

Additional Curb 6" width

7+60 0
(56) 41± sq. ft.
8+16 1.45 ft.
(64) 46± sq. ft.
8+80 0 87 × .5 = 43.5 sq. ft. ÷ 27 = 1.18 Cu. Yd.

1.18 Cu. Yd @ 79.80 = 94.16

Hand Rail

66 Lin ft. @ $18.00 = 1,188.0

1,323.9

Less Cost for Proposed Ret. Wall

2.082 Cu. Yds @ $125.0 = $260.25

Wire reinforcing Mesh
62 Lin. ft. @ $0.60 = 37.20

297.45 → 297.45

Total Aditional Cost for Ramping
Sidewalk to meet Entrance.

$1,027±

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE October 7, 1977

TO Frank Bresnan

Robt E. Lyons

FROM Robert E. Lyons

File No: 49548
Archer
Ross Island Br.- 52nd Ave.
Mt. Hood Highway - Mult. C

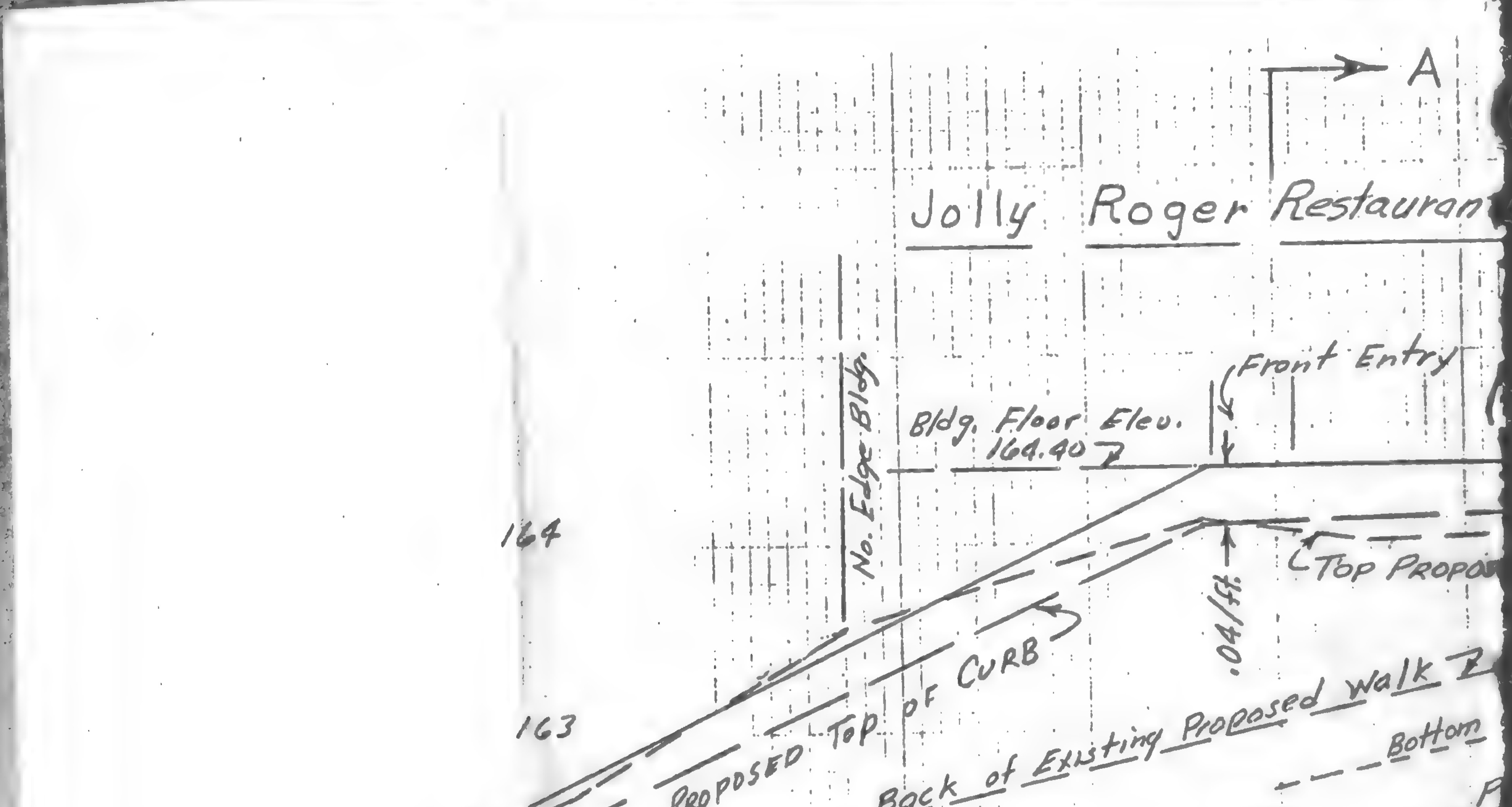
SUBJECT Damage to Jolly Rogers restaurant because of proposed construction.

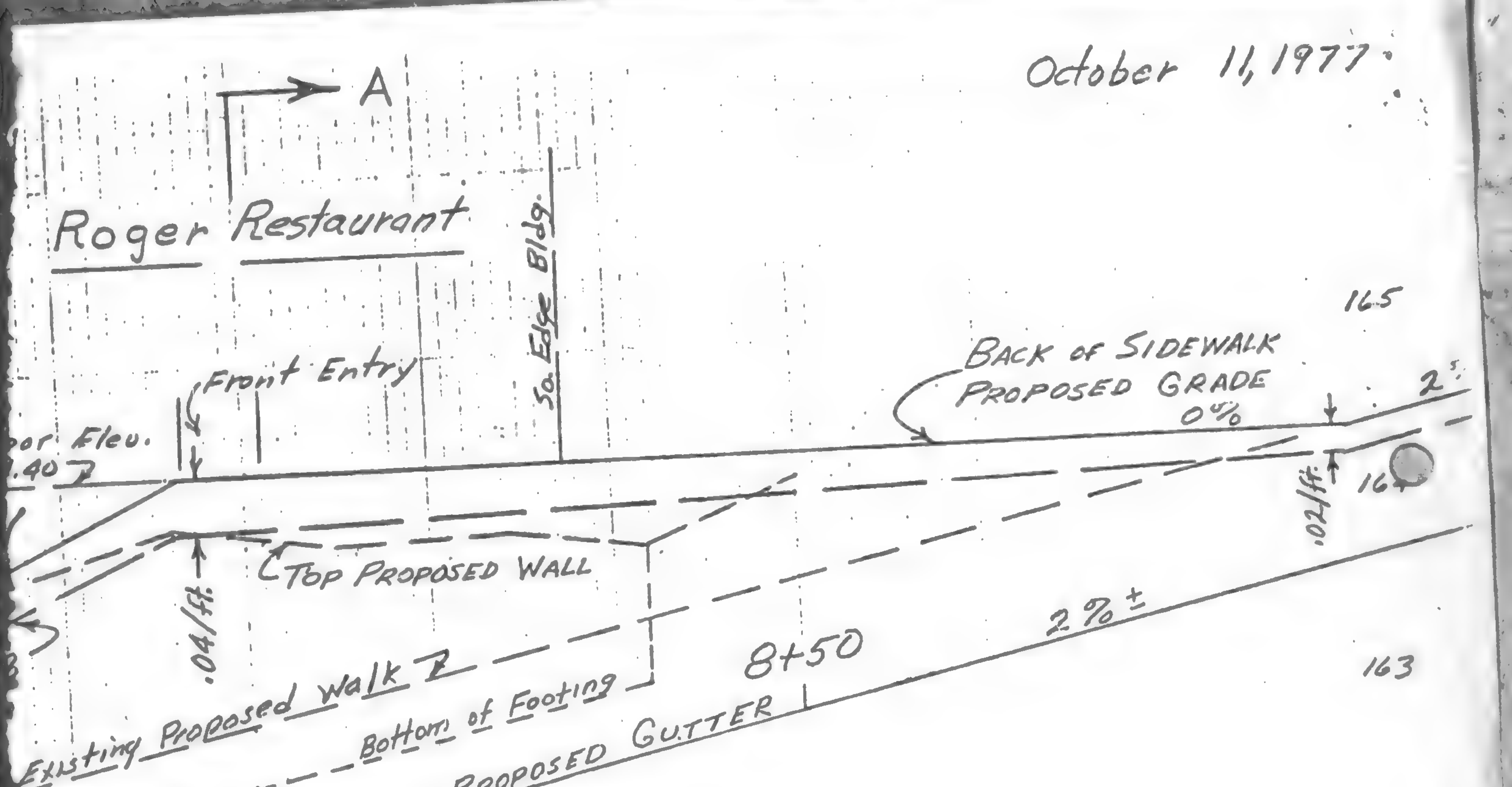
Proposed construction indicates that the proposed new sidewalk grade will be approximately 12" below the present sidewalk grade, causing damages to the Jolly Roger restaurant estimated to be $10,000.

This damage is based on the estimated cost of remodeling with the present entrance to allow for steps, landing and reinstalled door, plus loss of seating, and higher insurance costs because of the apparent hazard of entrance steps.

Would it be feasible to raise the grade to alleviate this damage?

REL:lb
cc: Boyd
Grothaus

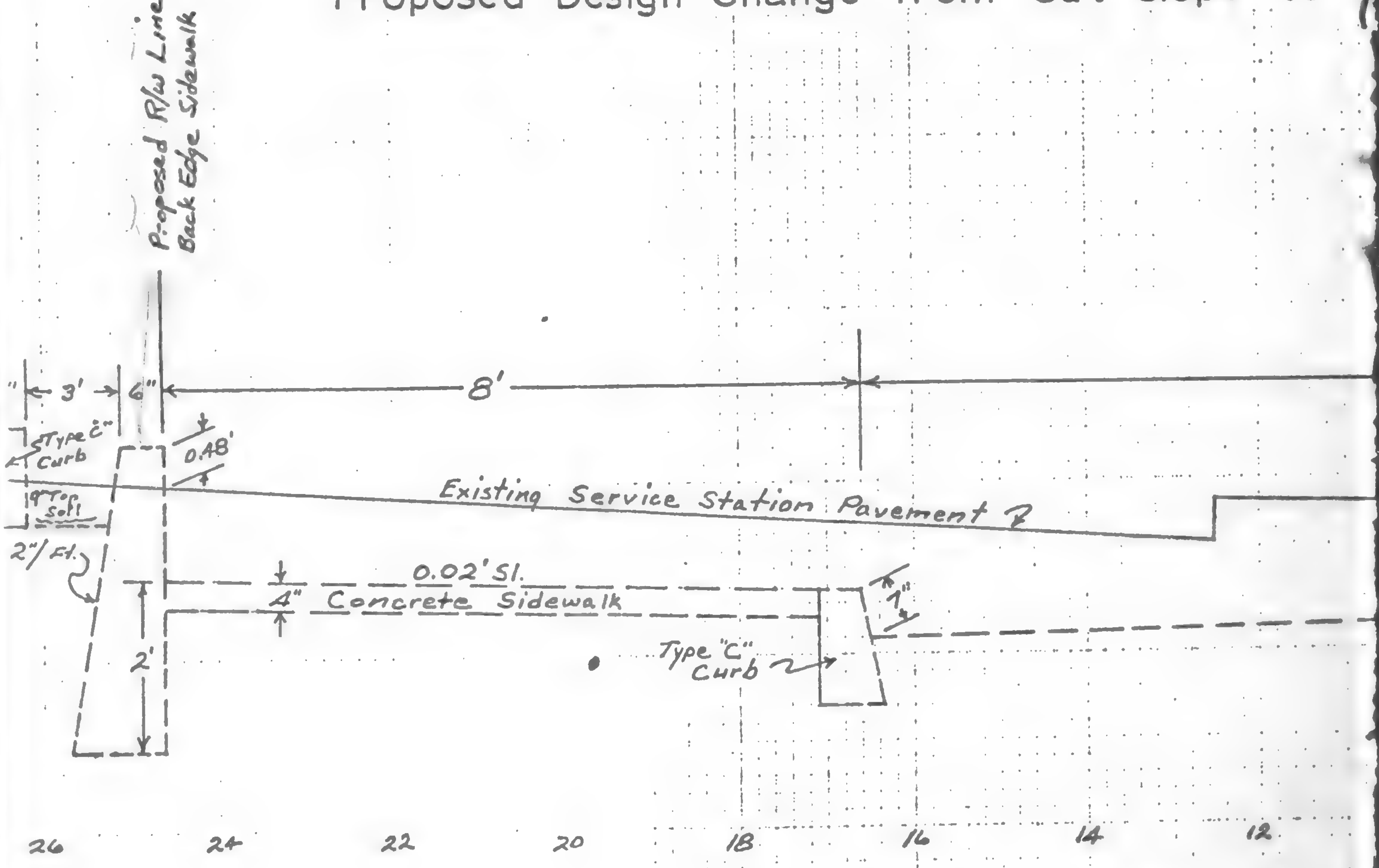

A
Jolly Roger Restauran
Front Entry
No. Edge Bldg
Bldg. Floor Elev. 164.40
164
Top Propos
.04/ft.
Proposed Top of Curb
Back of Existing Proposed Walk
163
Bottom
5%
8+20
.02/ft.
162
8+00
A
2%
Bldg. Wall
7+60
164⁴
New Proposed Walk ℄ 51.04/
Entry Floor
Wall
Existing Proposed Walk ℄
9"
SECTION A-A
10
8
6
4
2


October 11, 1977
A
Roger Restaurant
So. Edge Bldg.
Front Entry
oor Elev.
.40
165
BACK OF SIDEWALK
PROPOSED GRADE
0%
2%
.02/ft.
164
Top Proposed Wall
.04/ft.
Existing Proposed Walk
Bottom of Footing
8+50
2%±
163
PROPOSED GUTTER
8+20
A
Proposed Walk 51.04/ft.
164
sting Proposed Walk
162
ECTION A-A
8+20
6
4
2
0

R/W FILE No. 49549 - 1000 Realty, Inc. (Mobil Service Station)

Ross Island Bridge - S.E. 52nd Ave. Sec.
Mt. Hood Hwy. (S.E. Powell Blvd.)
Multnomah County

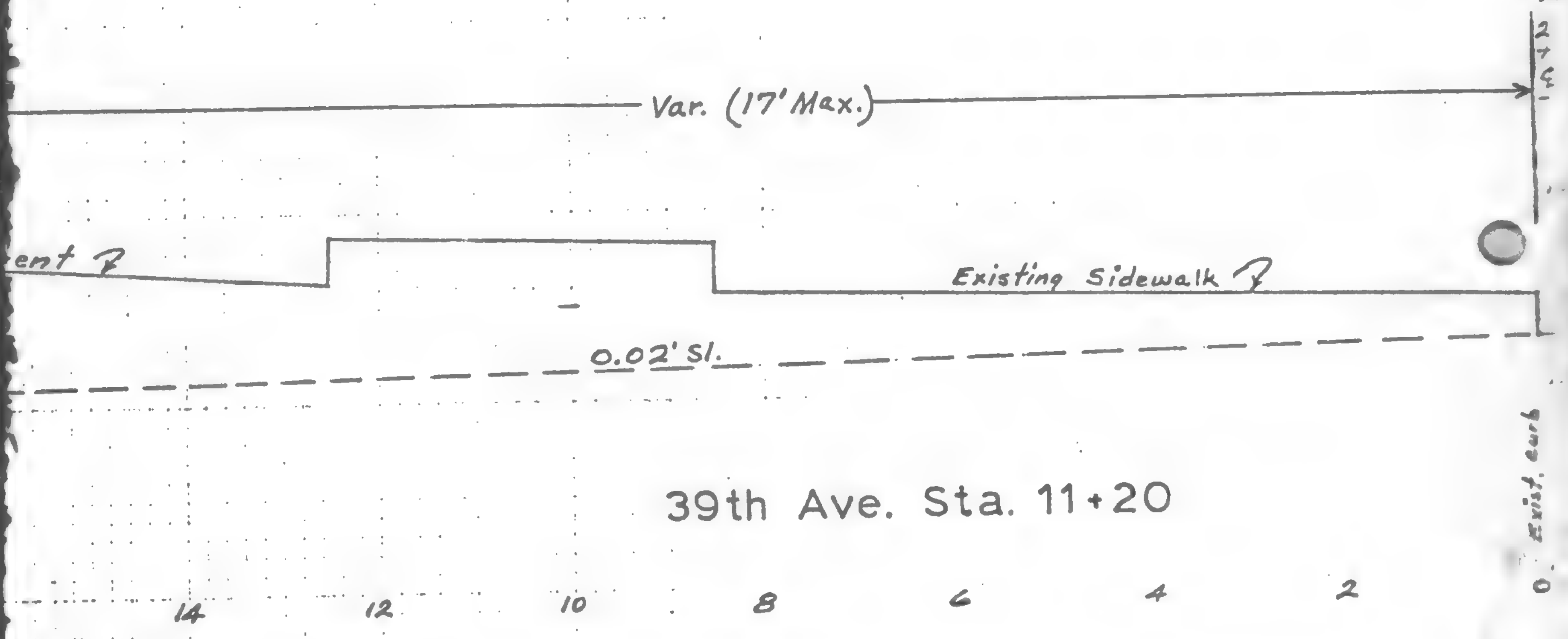
Proposed Design Change from Cut Slope to


Proposed R/W Line
Back Edge Sidewalk
3'
6"
8'
Type "C" Curb
0.48'
9" Top Soil
2"/Ft.
Existing Service Station Pavement ℄
0.02' Sl.
4" Concrete Sidewalk
2'
1"
Type "C" Curb
26
24
22
20
18
16
14
12

TYPICAL SECTION

il Service Station)

om Cut Slope to Concrete Gravity Wall


Var. (17' Max.)
ent ℄
Existing Sidewalk ℄
0.02' Sl.
39th Ave. Sta. 11+20
Exist. curb
14
12
10
8
6
4
2
0

PICAL SECTION

SCALE 1" = 2'

1978 Ross Isld. Br.,-SE 50th 8860
Sec., Mt. Hood Hwy. (Powell Blvd.)
(gr,pv,str,sign,ill,sig.) #2

C+a 6688

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Metropolitan Engineer

DATE: November ~~15~~ 16, 1977

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT: Pedestrian Crossings
Ross Island Bridge-52nd Avenue Sec.
Powell Boulevard
Bridges 16330 and 16331

A conflict in design philosphy relative to the pedestrian structures on the above section exists.

For the last twenty years it has been the State's design practice to use ramps for the access to pedestrian crossings. We have felt that stairs are a barrier to the handicapped and elderly—the people most in need of the facility.

The two pedestrian crossings on the first unit of the Powell project were submitted from the field with stairs proposed. Mr. Bresnan, the resident engineer, indicates that the use of stairs versus ramps was discussed with the decision in favor of stairs. I would like confirmation of the decision since it runs contrary to current public policy to provide improved access for the handicapped and elderly.

An early decision on this matter is necessary since the use of ramps will require either additional right of way or a shift in location of the pedestrian structures.

WJH:dh

cc E. S. Hunter
Gary Potter

11-16-77
Walt Hart
Use ramps
ESH

cc Bothman
Potter

RECEIVED
TECHNICAL SERVICES
NOV 15 77
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

81-125-1367

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 14, 1977

FROM: J. H. Versteeg
Head of Engineering

SUBJECT: Bend S.C.L.-Murphy Road Section

TO: E. S. Hunter
Technical Services Engineer

Copy #8950

Floyd Scott has prepared the attached bar graph which compares the track record of the recently completed Ross Island-52nd Avenue easement and the Bend S.C.L.-Murphy Road Project. Both of these projects had a high priority and both are similar in complexity, number of parcels and number of right-of-way files. Based on this comparison the right-of-way descriptions will not be completed until the middle of January.

Floyd and I have discussed this process to see if it could be shortened and did not come up with anything constructive. The problem seems to be that we started too late on a complicated right-of-way description writing problem.

We do plan to program the right-of-way acquisition files in batches with the FHWA. This should help the workload at the regional level and may help in shortening the right-of-way acquisition time.

JHV:jh

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 15 77
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

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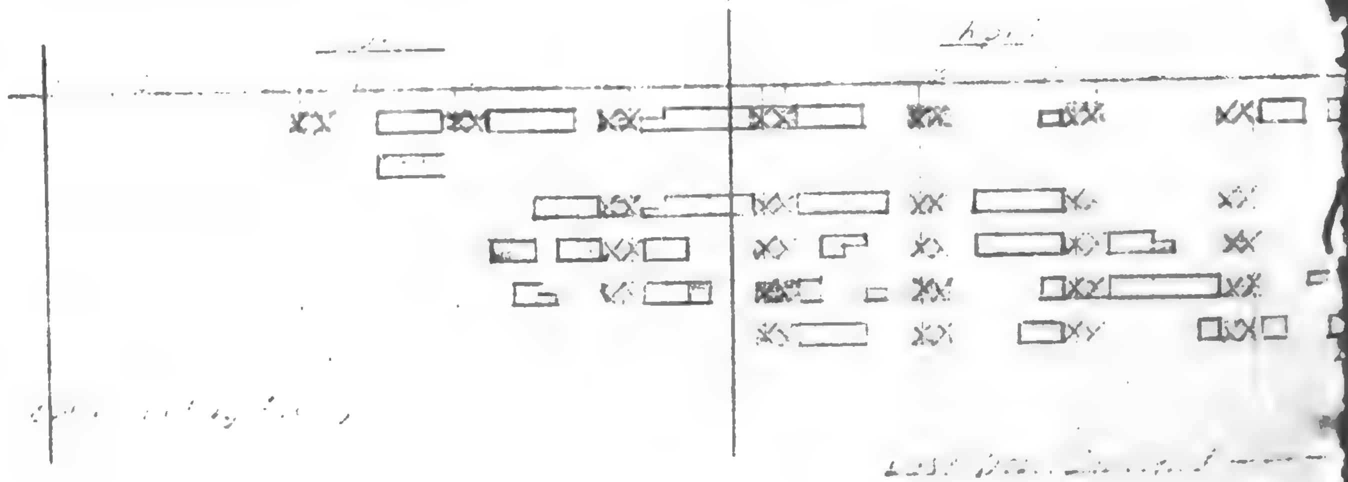


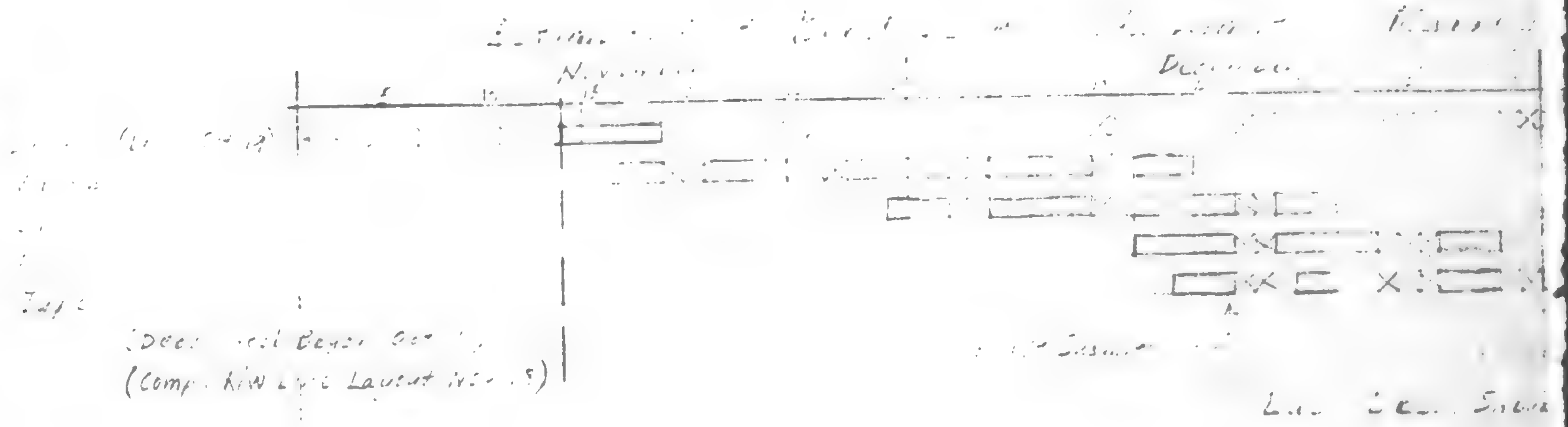
Last [illegible]

[illegible]

[illegible] ([illegible]

[illegible]

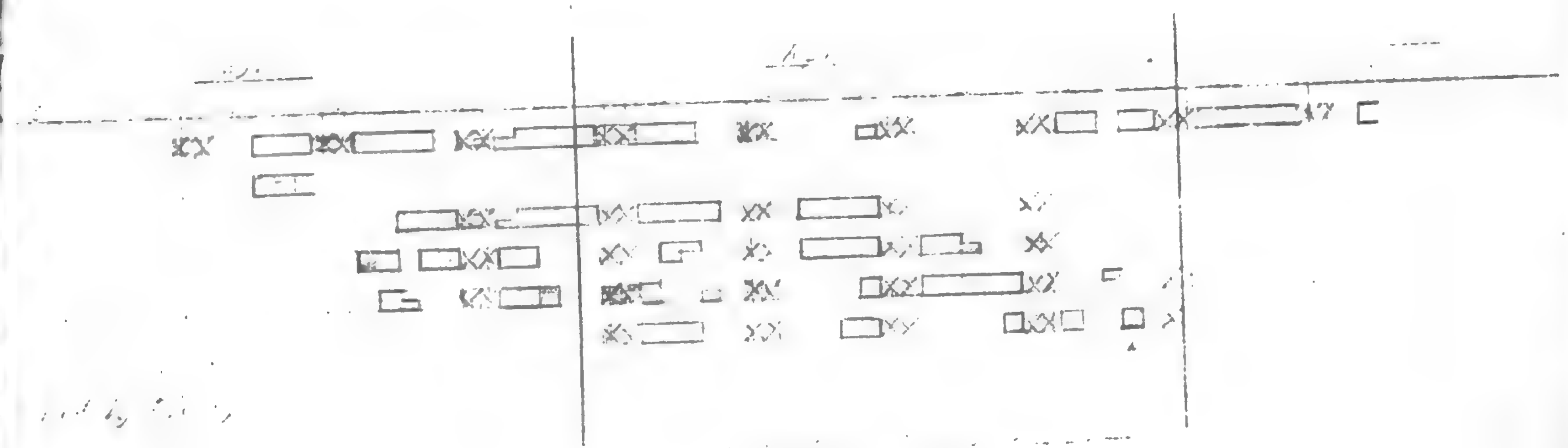
Estim[illegible]



[illegible] Days = 6[illegible]

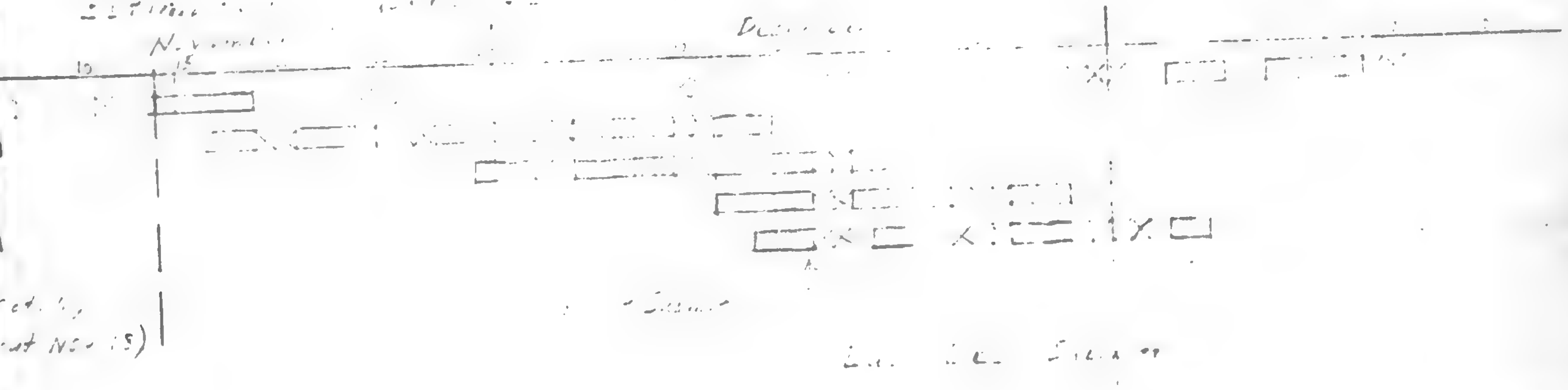
[illegible] = 41

[illegible] Days = 7[illegible] (Est.)



[illegible]

Estimate [illegible]



[illegible] Days [illegible]

11-14

26

STATE OF OREGON

INTEROFFICE MEMO

8860

DATE: October 13, 1977

TO: File

FROM: Gary Kennen Gary
METRO Utilities Engineer

SUBJECT: Ross Island Bridge - 50th Avenue
Powell Boulevard
Multnomah County

Versteeg
1 Christensen Don
George
2 Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
OCT 26 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

The City of Portland has requested that most overhead utilities be removed from the above section of Powell Boulevard in connection with our proposed widening project. This project is presently scheduled for construction in July 1978.

Some of this work will involve moving service entrances on private property, and may also require easements from adjoining property owners. The utility companies have a policy of charging users undergrounding expenses, and also require the property owner to provide conduits, trenches, etc.

To fund these costs, the City is preparing to pass an ordinance providing $21,000 and I have been requested to administer the project.

One of the first items needed will be an agreement between ODOT and the City. Secondly, since this is a new approach, the most economical and expedient method to perform this work must be determined. It would appear we have several options. To name a few:

1. Prepare plans, specifications, advertise and accept bids.
2. Have our R/W section contact property owners, explain the damages and offer them a lump sum amount.
3. Prepare drawings and have electrical contractors submit proposals and bids.
4. Make this an extra work item for the main roadway contractor.

This is only for connections from houses to relocated services & Utilities to underground or move their lines under franchise of city.

No Fed funds

There are probably many more options which I have not listed. Any suggestions will be welcomed. Via a copy of this memo, I am asking the various participants for their input on the above ideas.

js

cc: Max Klotz
Louis Grothaus
Phil Preston - would you please prepare the draft agreement.
Steve Crouch

Attachment called A? [illegible]
10-25-77 Hal

RECEIVED
OCT 17 1977
RR & UTILITY UNIT

Metro to handle

7:60 CCN 2-16-1

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

GENERAL FILES **INTEROFFICE MEMO**
Metropolitan Branch

TO: E. S. HUNTER, Manager
Technical Services Branch

DATE: September ~~28~~ 30, 1977

FROM: ROBERT N. BOTHMAN
Administrator

Bob Bothman

SUBJECT: Powell Boulevard schedule

Confusion exists about the schedule for the 52nd Avenue/92nd Avenue Section of Powell Boulevard.

I have committed the Oregon Department of Transportation to a construction date of July, 1978. I have worked to the best of my ability to coordinate the activities of the environment section (their work is essentially complete), the design section (I believe their work is on schedule), and the right-of-way section (they are committed to a completion date of May, 1978).

I would appreciate your assistance in the revision of the PMS run to reflect a contract date of July, 1978, and in directing your staff to accomplish that contract date.

The commitment to that date is based upon the initiation of a project next summer in the Mt. Hood Freeway corridor, using Mt. Hood Freeway monies. I am convinced we can accomplish the project within the schedule we have established; obviously your assistance is needed to make it happen.

ebg

cc: J. H. Versteeg
W. J. Hart
J. B. Boyd
G. A. Potter

9-30-77

Bothman

If you are referring to the Ross Island Bridge - 52nd Section the work is on schedule and the sections in T.S. are committed.

Ed

cc Potter - Versteeg - Moehring
Boyd

RECEIVED
TECHNICAL SERVICES
SEP 29 '77
REFER TO
FOR
Info Inves R/D D/II Sign Act File

81-125-1387

ROBERT W. STRAUS
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND, OREGON 97205 Telephone (503) 229- 6086

July 29, 1977

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Attn: Mr. Gary A. Potter

Re: Ross Island Bridge--52nd Ave. Section
Mount Hood Highway (Powell Blvd.)
AQ Highway File No. 26-6029
Final Indirect Source Permit
Date of Issuance, July 29, 1977

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above referenced indirect source. Also, we have reviewed your comments concerning the proposed permit and incorporated them into the final permit.

The proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

AJG:eve
Enclosure
cc: Multnomah County Planning Agency
Portland Regional Office
City of Portland Planning Bureau

Permit Number: 26-6029
NCIS Number: 26-6029
Issuance Date: 7/29/77
Page: 1 of: 4

INDIRECT SOURCE CONSTRUCTION PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 thru 20-135

INDIRECT SOURCE: Ross Island Bridge-52nd Ave. Section, Mount Hood Hwy.

ISSUED TO: Oregon State Highway Division
Name

Transportation Building
Address

Salem — City; Marion — County; 97310 — Zip

SOURCE SITE: Powell Boulevard (between Ross Is. Bridge & 52nd Ave.)
Address

Portland — City; Multnomah — County; Zip

ISSUED BY THE

DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young
WILLIAM H. YOUNG
Director

JUL 29 1977
Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon State Highway Division is herewith permitted to construct and operate the above indirect source with associated parking.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

FOR CONDITIONS OF THIS PERMIT, SEE ATTACHED SECTIONS

Indirect Source Permit Conditions
ed by the
Department of Environmental Quality for

Page 2 of 4
Issua Date 7/29/77
Permit o. 26-6029

Oregon State Highway Division

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:
   a. The Mount Hood Highway (U. S. 26 or Powell Boulevard) between the Ross Island Bridge and 52nd Avenue.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the aniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The project shall be constructed as generally described in the Final Negative Declaration under the following subheadings:
   a. Typical Section
   b. Signalized Intersections
   c. Left-turn Lanes and Refuges
   d. Right-turn Lanes
   e. Additional Lane Configurations
   f. Traffic Pattern Changes
   g. Pedestrian Improvements
   h. Bikeways
   i. Roadway Improvements
   j. Parking
   k. Transit Improvements

Indirect Source Permit Conditions
Issu by the
Department of Environmental Quality for

Page 3 of 4
Issuanc Date 7/29/77
Permit No. 26-6029

Oregon State Highway Division

1. Construction Plan - Except as follows: Construction shall be scheduled to prevent a decrease in traffic speed or disruption of traffic during fall and winter months (September through February--inclusive). Construction activities which must occur during this period shall be designed and scheduled to prevent a decrease in traffic speed or disruption of traffic between the hours of 8:00 a.m. and 8:00 p.m.

4. Any proposed modification of the project, except as otherwise provided above, shall be subject to review and approval by the Department 90 days prior to construction.

Notice of Construction

5. A notice of construction form, number NC-IS 26-6029 shall be completed and submitted to the Department following construction and prior to operation of this facility.

Indirect Sour Permit Conditions
I ued by the
Department of Environmental Quality for

Page 4 of 4
Issua. Date 7/29/77
Permit No. 26-6029

Oregon State Highway Division

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

b. Violation of any of the requirements, limitations or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new owner

a) Address

2) Responsible person to contact

a) Address

b) Phone number

b. Inform the prospective owner of the requirements, limitations or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to insure compliance with Department rules.

NCIS

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY CONTROL DIVISION
1234 S. W. Morrison
Portland, Oregon 97205
Telephone: 229-5630

NOTICE OF COMPLETION

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Ross Island Bridge - 52nd Avenue Section, Mount Hood Highway

(Powell Boulevard)

NCIS 26-6029

Date ____________

Department of Environmental Quality
Air Quality Control Division
1234 S. W. Morrison
Portland, OR 97205

Attn: Program Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on

____________________ and will be in operation by ____________________

____________________.

____
Signature

____
Title

2-12-75

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

July 25, 1977

Mr. Anthony J. George, Jr.
Department of Environmental Quality
1234 SW Morrison
Portland, OR 97205

RE: Ross Is. Bridge--52nd Ave. Sec.
Mount Hood Hwy. (Powell Blvd.)
AQ Highway File No. 26-6029
Proposed Indirect Source Permit

Dear Mr. George:

The Department of Transportation has reviewed the draft of the subject indirect source permit and offers the following comments:

- the anticipated beginning of construction is August 1978, so construction will not be completed within 15 months of the date of issuance of the permit. We will plan to submit the progress report as required, unless the reporting requirement could be changed.

- construction plan, p. 3--this paragraph implies that we cannot decrease capacity even if not needed, such as off-peak direction. I suggest you reword the phrase to read: "that construction shall be scheduled to prevent a decrease in needed traffic capacity or disruption of traffic during the fall and winter months (September through February--inclusive). Construction activities, which must occur during this period, shall be designed and scheduled to prevent a decrease in needed traffic capacity or disruption of traffic between the hours of 8:00 a.m. and 8:00 p.m."

Thank you for the opportunity to comment. Let me know if you have any questions.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager
Environmental Section

GAP:ss

cc: E. S. Hunter
H. S. Coulter
R. N. Bothman
Ed Hardt
J. H. Versteeg
C. T. Keasey

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

July 7, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Indirect Source Permit
Ross Island Bridge-52nd Ave. Sec.
Mt. Hood Hwy.-(Powell Blvd.)

TO: R. N. Bothman, Assistant State Highway Engineer
C. T. Keasey, Construction Engineer

NOTED
E. S. HUNTER

Attached is the subject draft permit. I call your attention to the draft requirements in the permit. They should be reviewed carefully and commented on by July 26, 1977.

Please note the reporting requirements and capacity restrictions on pages 2 and 4. We want to be sure we can live with them. Return comments to me and I will consolidate and forward to DEQ.

GAP:ss

Attachment

cc: H. S. Coulter w/attach
E. S. Hunter w/attach ✓

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 6 1977
Environmental Section

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND, OREGON 97205 Telephone (503) 229-6086

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

July 6, 1977

Attn: Mr. Gary A. Potter

Final date for Submission of Written
Comments: July 26, 1977

Re: Ross Is. Bridge--52nd Ave. Section
Mount Hood Hwy. (Powell Blvd.)
AQ Highway File No. 26-6029
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

WILLIAM H. YOUNG
Director

Anthony J George J.

Anthony J. George, Jr.
Transportation Control Program Coordinator
Air Quality Division

AJG:eve
Attachment
cc: Multnomah County Planning Agency
City of Portland Planning Agency
Portland Regional Office

Contains
Recycled
Materials

DEQ-1

Notice of Application to Construct

An Indirect Source

Those persons described on the attached sheets have applied to the Department of Environmental Quality for a permit to construct an Indirect Source in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 through 20-135.

The Department is providing this notice in order to encourage anyone desiring to submit information concerning the applicant(s) or the application(s) which might aid or assist the Department in making an adequate review. Written comments must be submitted prior to:

July 26, 1977

Please address your comments to:

Department of Environmental Quality
Indirect Source Program
1234 S. W. Morrison Street
Portland, Oregon 97205

The full content of the application, the Department's preliminary review, a copy of the proposed permit, and any other applicable information received to date is available for public inspection at 1234 S. W. Morrison, Portland, 229-5209. Please contact the main office of the Department if additional information is desired.

Application Information

The Department of Environmental Quality has completed a preliminary review of an application for construction of the following proposed Indirect Source:

Source Name: Ross Island Bridge-52nd Ave., Mount Hood Hwy. (Powell Blvd.)

Source Location: Along Powell Blvd. between Ross Is. Bridge & 52nd Ave.

Name of Applicant: Oregon State Highway Division

Applicant's Address: Transportation Building
Salem, Oregon 97310

Description of Source: An improved four-lane facility with continuous left-turn refuge, traffic signal synchronization, left-turns at intersections, pedestrian crossing improvements and a ramp from McLoughlin Boulevard northbound to Powell Boulevard eastbound.

The Department's preliminary evaluation, a copy of the proposed permit, and other information pertinent to this proposed facility may be examined at the Office of the Administrator, Air Quality Control Division, Department of Environmental Quality, 1234 S. W. Morrison Street, Portland, Oregon, or at the following locations:

Remarks:

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: July 1, 1977

FROM: ROBERT T. EWEN Robert T. Ewen
Region Location Engineer

SUBJECT: Ross Island Bridge to 52nd Ave.
Powell Boulevard
Multnomah County
Prefix: 26-1997

NOTED
E. S. HUNTE

Submitted herewith is the preliminary estimate, the maps, the cross section, and other data listed on the transmittal letter pertaining to the subject project.

The Estimate Contract Bid Items cost is $2,520,000, which includes 20 per cent engineering and contingencies; anticipated items total $1,115,000; the total job comes to $3,635,000.

In the estimate, traffic-signal work and illumination are shown as contract bid items. Signing, water works, fire alarm system, striping, landscaping, right-of-way, and relocation are shown as anticipated items.

The illumination cost shown on this estimate reflects the city lighting bureau's plan; the bridge section's estimate is considerably higher in price.

Traffic signal plans by the city, and Tri-Met bus shelter relocation plans will be forwarded upon receipt.

GFB:ja
Enclosures
cc: E. S. Hunter
G. A. Potter
J. B. Boyd
D. H. Moehring
Frank Terpin

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]-123-7307

8860 26

STATE OF OREGON

INTERO[illegible]CE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: June 14, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Right-of-Way File No. 49547
Ross Island Bridge to S.E. 52nd Avenue
S.E. Powell Boulevard

Our initial right-of-way contacts with the subject property owner has indicated that the owner desires to retain the building.

Attached is a revised plan reducing the right-of-way taking for the subject property, prepared by Frank Bresnan. We have reviewed the revision and concur with the reduced right-of-way requirement.

Please proceed with processing the revision.

JDM/ldo

Attachment

cc: G. F. Bresnan
L. C. Grothaus w/attachment
S. D. Crouch

REFERRED TO
___ Beard ___ Reed
___ Cole ✓ Sample
___ Eriksen ___ Watson
___ Hager ___ Wolfe
Return Discuss Do [✓ File Copy] D
BY FINAL DESIGN ENGINEER
of letter and plan

1' back of walk

RECEIVED
JUN 17 1977
ROAD DESIGN SECTION
___ Versteeg
1 Olson
2 [illegible]
3 Scott
___ Swenson
___ Savage
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___
Other ___

NOTED
ROBERT R. ROUNDS
JUN 17 1977

Revised desc. to R/W
6-20-77

81-125-1367

26-1997

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 10, 1977

TO: JAMES D. McCLURE
Project Development Engineer

FROM: G. F. BRESNAN G F Bresnan
Resident Locating Engineer

SUBJECT: Ross Island Bridge to S.E. 52nd Avenue
S.E. Powell Boulevard

Please find attached, sketch map showing reduction of right-of-way taking on the Clydene M. Lillieborg property, File No. 49547. The reduction of taking will make it unnecessary to remove the existing structure and will leave it in a usable condition.

The reduction in right-of-way was first requested by Mike Borresen. At that time, this office was unable to make changes on right-of-way taking and also put out a right-of-way map at the same time.

Please forward this information to Floyd Scott, Salem, if you approve.

GFB/ldo

Attachment

81-125-1387

Form 81-734-[illegible]

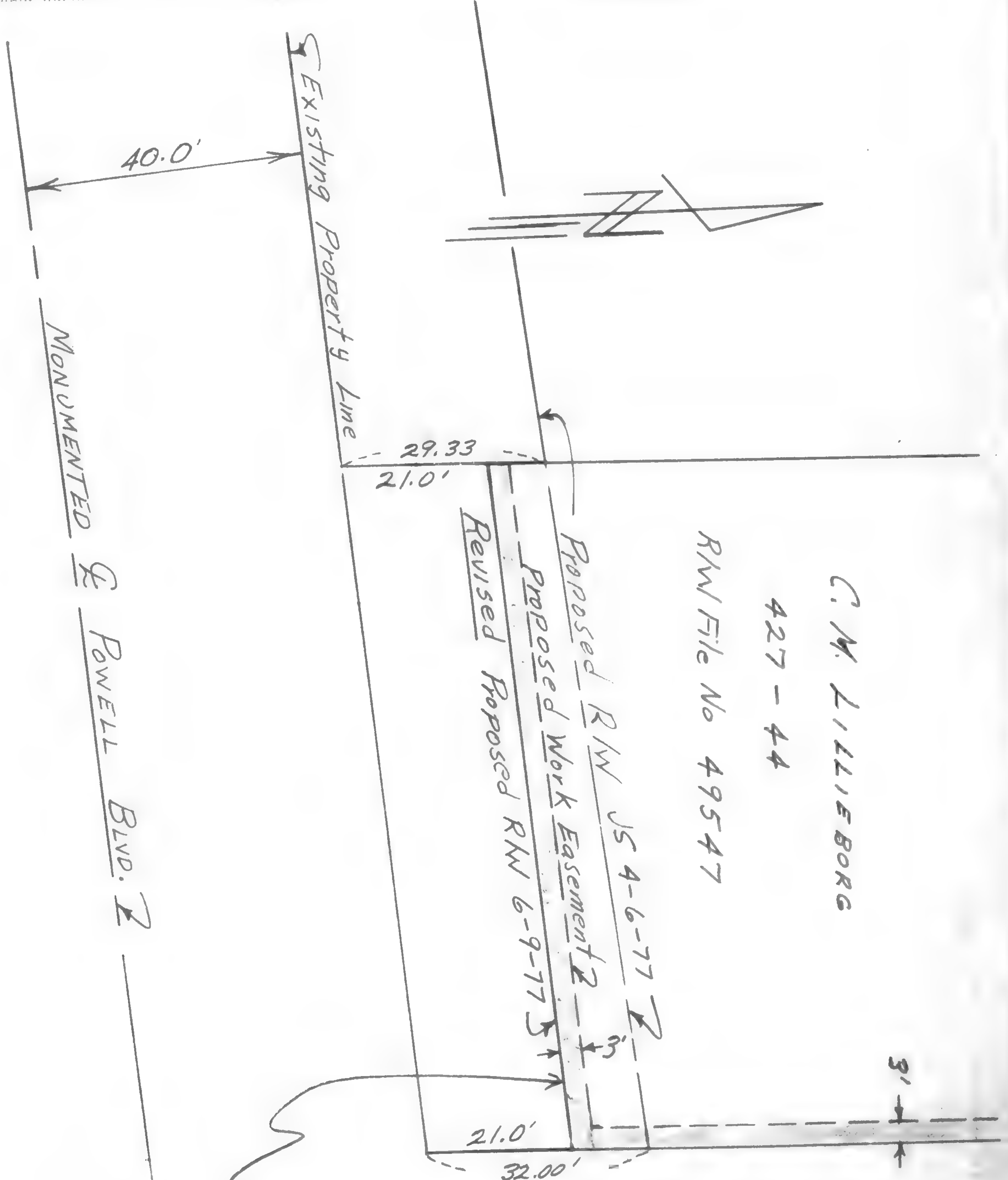
Job No.

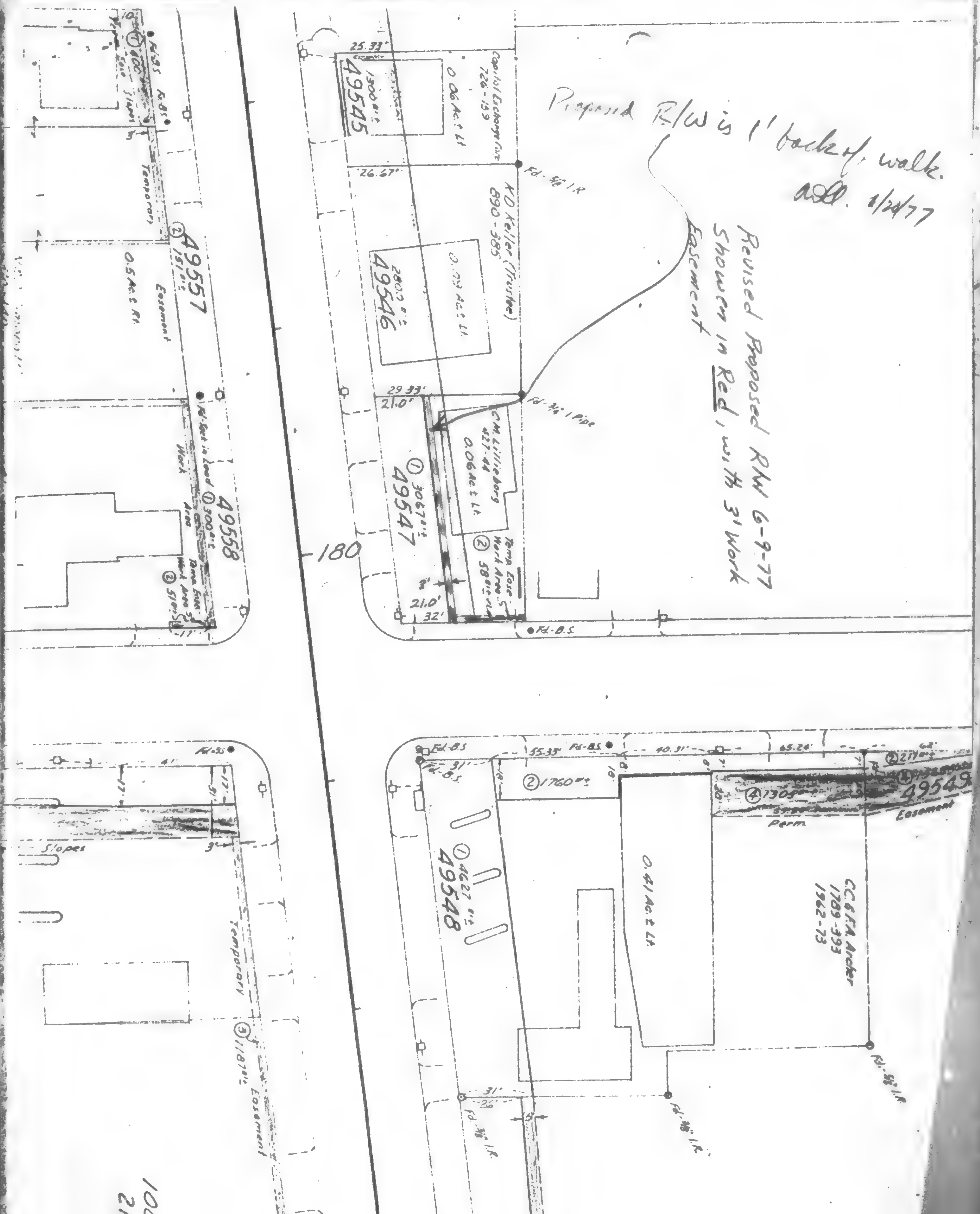
Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for R/W File 49547, Ross Island Bridge ~ S.E. 52nd Ave.

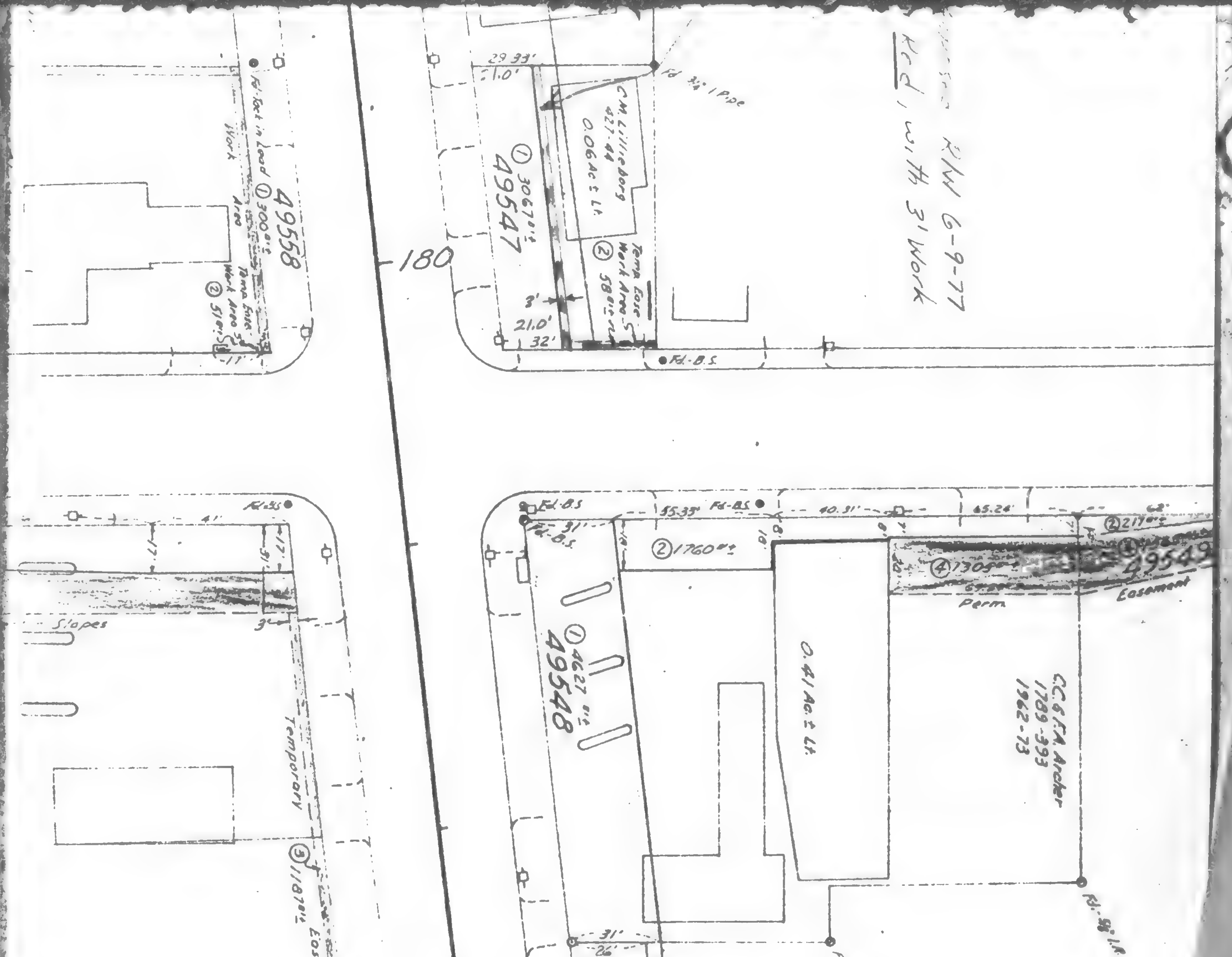
Made by BROADWATER June 9, 1977 Checked by Back checked by 19


40.0'
Existing Property Line
MONUMENTED ℄ POWELL BLVD.
29.33
21.0'
Proposed R/W JS 4-6-77
Proposed Work Easement
Revised Proposed R/W 6-9-77
3'
C. M. LILLIEBORG
427-44
R/W File No 49547
3'
21.0'
32.00'
S.E. 39TH AVE.
1' back of proposed walk ADD. 6/20/77


49545
1300 s.f. ±
0.06 Ac ± Lt
Capitol Exchange Corp
726-159
25.33'
26.67'
Fd. 5/8" I.R.
K.D. Keller (Trustee)
890-385
49546
2800 s.f. ±
0.09 Ac ± Lt
29.33'
21.0'
Fd. 3/4" I Pipe
C.M. Lilleberg
457-44
0.06 Ac ± Lt
49547
① 3067 s.f. ±
② Temp. Ease
Work Area 5'
58 s.f. ±
3'
21.0'
32'
Fd. B.S.
49557
② 151 s.f. ±
0.5 Ac ± Rt
Easement
Temporary
Fd. B.S.
49558
① 300 s.f. ±
Fd. Rod in Lead
Work Area
② 51 s.f. ±
Temp. Ease
Work Area 5'
17'
-180
Fd. B.S
55.33'
40.31'
65.26'
Fd. B.S.
31'
10'
② 1760 s.f. ±
④ 1309
④ 2770
49549
Perm.
Easement
① 4627 s.f. ±
49548
0.41 Ac ± Lt
C.C. & F.A. Archer
1789-393
1962-73
Fd. 5/8" I.R.
Fd. 5/8" I.R.
Fd. 5/8" I.R.
31'
26'
5'
41'
17'
Slopes
Temporary
③ 1187 s.f. ±
Easement
Work
1000 Realty
2148-609
N 85°
Jo

Proposed R/W is 1' back of walk.
ABD. 1/24/77

Revised Proposed R/W 6-9-77
Shown in Red, with 3' Work
Easement


R/W 6-9-77
Rcd, with 3' Work
49558
① 300±
Temp. Ease Work Area
② 51±
Fd. Bolt in Lead
49547
① 306±
C.M. Lillieborg 427-44
0.06 Ac.± Lt.
② Temp. Ease Work Area 58±
Fd. 3/4" I. Pipe
29.33'
21.0'
32'
3'
17'
180
Fd. B.S.
55.35'
40.31'
65.24'
41'
31'
49548
① 4627±
② 1760±
0.41 Ac.± Lt.
④ 1309±
49549
Perm
Easement
C.C. & F.A. Archer
1789-393
1962-73
Fd. 3/4" I.R.
26'
Slopes
Temporary
③ 1187±
Easement
Work
Area
1000 Realty Co.
2148-609
N 85°49'15" E
Perm.
Jacob K. Margolis
2077-309

Form E-203 Revised 10-60

OREGON STATE HIGHWAY COMMISSION

File No. 49547

Grantor Clydena M. Lillieborg Mail Address

Mail Address

Section Ross Island Bridge - 52nd Ave. Highway Mt. Hood

County Multnomah Purpose R/W; Temp. Easement Agent

REAL ESTATE OPTION

JS 4-6-77 9B-15-5

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

Survey Approval Project
Nonthroughway

PARCEL 1

A parcel of land lying in the SE¼ of Section 12, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and being a portion of that property described in that deed to Clydena M. Lillieborg, recorded November 23, 1965 in Book 427, Page 44 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning on the East line of said property at a point 32 feet North of the Southeast corner of said property; thence South along said East line 32 feet to said Southeast corner; thence Westerly along the Southerly line of said property to the Southwest corner of said property; thence North along the West line of said property 29.33 feet; thence Easterly in a straight line to the point of beginning, containing 3,067 square feet, more or less.

PARCEL 2 - A Temporary Easement for ~~3~~ 4 years or duration of project for a work area.

A parcel of land lying in the SE¼ of Section 12, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and being a portion of that property described in that deed to Clydena M. Lillieborg, recorded November 23, 1965 in Book 427, Page 44 of Multnomah County Record of Deeds; the said parcel being that portion of said property lying Northerly of Parcel 1 and Easterly of a line parallel with and 3 feet Westerly of the Easterly line of said property, containing 58 square feet, more or less.

dk/

26-1997

E.S. Hunter

STATE OF OREGO

INTEROF CE MEMO

TO: MEMO TO THE FILE

DATE: June 9, 1977

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Technical Advisory Committee Meeting
Ross Island Bridge-52nd Avenue Section
Mt. Hood Highway (Powell Boulevard)
June 2, 1977

The meeting had a two-fold purpose: 1) to draft an agreement with the City about responsibility for traffic signals, signing, illumination, utility relocation, planning and landscaping; and 2) a design review of the preliminary plans for Powell Boulevard.

Mr. Alex Wynstra of the Park Bureau Street-Tree Division spoke on landscaping. He said the City will do the landscaping plans and coordinate with the Lighting Bureau. Mr. Wynstra ordered 300 trees. They are 2-2½" in diameter and will be stored at Delta Park. He proposes placing lights midway between the trees to aid visibility. He also stated that the tree planting would require a simple opening in the concrete, not a continuous soil strip. Ernie Munch of the City Bureau of Planning indicated that the City would plant and maintain the trees but not a grass strip; that would be the responsibility of the property owner. He also stated that he wants to do an in kind replacement of existing grass areas rather than a continuous strip planter through the project. Jim McClure, Project Development Engineer with ODOT, said that final design would rather see a continuous planter strip throughout the project for simplicity purposes. Mr. Crouch will interview people along Powell about their desires for the planting strip, whether they want grass, trees or nothing, and that will be incorporated into the final plan. Mr. Hal Versteeg, Road Design Engineer for the State, said he will need tree well dimensions for his typical sections if that's the route we go. Mr. Wynstra stated that he will have a rough sketch of the planning to me by next week. He said that his planting season begins on December 15 and ends the first week in April. He also said that he would provide his own topsoil for planting and that the trees will be maintained by the City. Mr. Wynstra agreed to submit a landscaping plan by June 10 of 1977.

Mr. Wayne Fretwell, City of Portland Street Lighting, said that he would prepare a sketch plan showing the light location and height and will project the cost for that purpose. He should have that plan ready by June 15 of 1977. The State will do the wiring plan.

The subject of storm sewers was brought up, the question being, would it be agreeable to the City for the State to simply hook into the existing system with the new inlet system? Ray Simms, City of Portland Sanitary Engineering, stated that it would be entirely acceptable, that a separated system need not be considered.

NOTED
E. S. HUNTER

81-125-1387

The subject of traffic signals was then discussed. The City accepted responsibility for preliminary planning on the signals; they will work with the State on that. The projected date of completion of the plan will be August 15, 1977. The signals will be interconnected for the entire length of this section to provide sequential flow. The interconnection will be in a 2" conduit running the full length of the street. The conduit must be for signals only, but other utility items can be in the same trench. The City stated that the trench can be placed wherever the State desires.

The possible temporary nature of the signals between 50th and 52nd was questioned. It was agreed that the present arrangement will remain and any possible widening in that particular area will necessitate a temporary signal placement to be changed later on for phase II of Powell Boulevard.

It was agreed that the State will do planning for the signing. It generally would be a replacement in kind with special problems handled individually.

The subject of utilities was discussed. Mr. Gary Kennen, Metro Utilities Engineer, will coordinate planning between the various utilities involved, the city fire alarm system, and any other service conflicts. It was stated that no power poles would be placed along Powell; lines will cross the street only. PGE representative Joe McArthur said they would salvage their own poles. The plan at this stage will run the power lines down the alleys adjacent to Powell. It will be up to the property owners themselves to pay for changing their service entrance, however, Ernie Munch stated that he would ask the city council for property owner assistance to move the utility connections.

In review then:

- Signals will be planned by the City and that plan will be ready by August 15 of 1977;
- Signing will be done by the State;
- Illumination will be planned by the City and that plan will be available on June 15 of 1977;
- Utilities will be done by the State, planning and coordinating;
- Landscaping will be done by the City and that plan will be done on June 10 of 1977; and
- Coordination of the fire alarm system installation will be done also by the State.

The second phase of the meeting, design review, then began. The idea of a landscaped median was brought up and rejected as having been resolved previously and dismissed entirely. Next, the location of the islands was brought up. There are pedestrian islands scattered throughout the project at crossings. It was stated that their location had been thoroughly reviewed and that moving them from where they are placed presently would create more problems. Earl Hawks of the Portland Water Bureau stated that water line relocations would be very minimal and a slight change at Creston Park would be involved and the rest of it will be entirely water valve elevation adjustment. Gary Kennen and Ernie Munch decided that stage removal of existing illumination installations would be the solution to the changeover problem. The meeting adjourned at approximately 3:30.

SDC/ldo

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-12-77

LETTER OF APPRO L AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-24(7)
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	71108

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	5-12-77
FEDERAL ROUTE NUMBER	Primary 24
STATE ROUTE NUMBER	Primary 26

GENERAL LOCATION:
"Ross Island Bridge - S.E. 52nd Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:
All phases of right of way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☒ ACQUISITION OF RIGHT-OF-WAY - all phases
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 11 and Mr. Swan's May 10, 1977, letters, you are now authorized to proceed with all phases of right of way acquisition effective May 12, 1977, at a total estimated cost not to exceed $1,000,000 - Federal funds $858,000. Relocation plan dated March 31, 1977, is approved. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	5-12-77
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman
J. D. McClure
Aeronautics Div.
Paul Hartwig
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: Ross Island Br. SE 52nd Ave.

DATE: May 3, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7704 · 120

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

[illegible]-30-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
MAY 2 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

APR 29 1977

Project #: 7704 2 120 Due Date: ____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate with us if there is to be any activity in the river, such as construction of bridge ramps.

Agency Fish + Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 4/29/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
APR 11 [illegible]

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

SALEM
APR 29 1977

MAY 2 1977
[illegible] DIVISION

PNRS STATE REVIEW

Project #: 7704 2 120   Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- (✓) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See back page

Agency LCDC 4/28   By

PNRS # 7704 2 140

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for Multnomah County and to reach compliance with the statewide land use goals. The County has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals #2 (Land Use Planning), #12 (Transportation) etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

4/26/77
cmg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
APR 26 1977

PNRS STATE REVIEW

Project #: 7704 2 120 **Due Date:** APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HISTORIC PRESERVATION OFFICE WANTS ASSURANCES THAT NO ADVERSE EFFECT WILL COME TO THE INMAN HOUSE AND THE PORTLAND COMMUNITY MUSIC CENTER, BOTH POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANC
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
APR 14 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
APR 27 1977

PNRS STATE REVIEW

Project #: 7704 2 120 **Due Date:** APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Carl A. Simmons

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
APR 14 1977
DIVISION OF STATE LANDS

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7704 2 120 Due Date: APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 18, 1977

In reply refer to: 1041EC.3
X 710.32

SUBJECT: Oregon Project IX 24(8)
Ross Island Bridge-S.E. 52nd Ave.
(Portland) Section

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

The program data for the subject project submitted by Mr. Rulien's letter of April 11 is being returned without action.

This program is for construction which cannot be authorized until all phases of right of way under Project IX-24(7) have been authorized and purchased. ✓

Transfer funds can only be requested for that phase of work that can be authorized upon receipt of obligational authority. ✓

Sufficient time prior to advertising should be allowed to resubmit this request to meet the bid opening date.

✓ G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 18, 1977

In reply refer to: 1041EC.3
X Ref. 710.32

SUBJECT: Oregon Projects IX-F-24(4) & IX-F-24(5)
Revised Request for Funds

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Rulien's 4-11-77 letter requests additional obligational authority for the subject projects to coincide with the latest estimate of the actual anticipated preliminary engineering costs. The original request for funding forwarded February 28 was to have been a complete and up-to-date best estimate which would necessarily eliminate any further changes unless the project was changed drastically.

Because of the procedures relating to transfer funds, we will need information showing this latest figure will cover your authorization to: "proceed with all phases of preliminary engineering including utility preparatory work." ✓

Action on these projects is being held pending receipt of the above information.

Further requests for transfer funds should be based on the best estimate of total PE costs through PS&E preparation including utility preparatory work, or any other phase of work. ✓

G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-11-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-24(4) & IX-24(5)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71108-71109

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2-28-77

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

"Ross Island Bridge - S.E. 52nd Ave." and S.E. 52nd Ave.-S.E. 92nd Ave."

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PR 1240 with authorization date of 2-28-77 written 3-21-77 for use of Interstate Transfer funds and withdrawal of consolidated Primary funds is hereby withdrawn.

DATE: 4-11-77

SIGNATURE OF APPROVING OFFICIAL: Valach

TITLE: For Division Administrator

RM PR-1240
EV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976

4-11-77

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AID PROJECT NO. IX-F-24(4)

STATE PROJECT NO.

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 71108

COUNTY NAME

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR

Info	Invest	R/O	D/R	See	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-14-77

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

"Ross Island Bridge - SE 52nd Ave. (Portland)"

GENERAL DESCRIPTION OF WORK:

Approve joint financing and authorize all phases of Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION (F $4,290)
(IX $47,190)

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-16-77 letter I approve the use of Interstate Transfer funds effective 3-14-77 in the amount of $47,190 to supplement consolidated primary funds, You are now authorized to proceed with all phases of preliminary engineering including utility preparatory work.

DATE 4-11-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

FINAL NEGATIVE DECLARATION

Ross Island Bridge - 52nd Avenue
Powell Boulevard
City of Portland
Multnomah County, Oregon

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INTRODUCTION The final negative declaration for the project identified above has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-aid Highway Program Manual, volume 7, chapter 7, section 2.

The project area is located in the southeast quadrant of metropolitan Portland, in western Multnomah County. The project section has an east-west alignment and extends from the east end of the Ross Island Bridge, which spans the Willamette River, to S.E. 52nd Avenue. Powell Boulevard is designated as U.S. 26 and is the west end of the Mt. Hood Highway. The total project length is 2.44 miles.

Identification of the need to improve the Powell Boulevard corridor began in 1975 with the elimination of the proposed Mt. Hood Freeway.

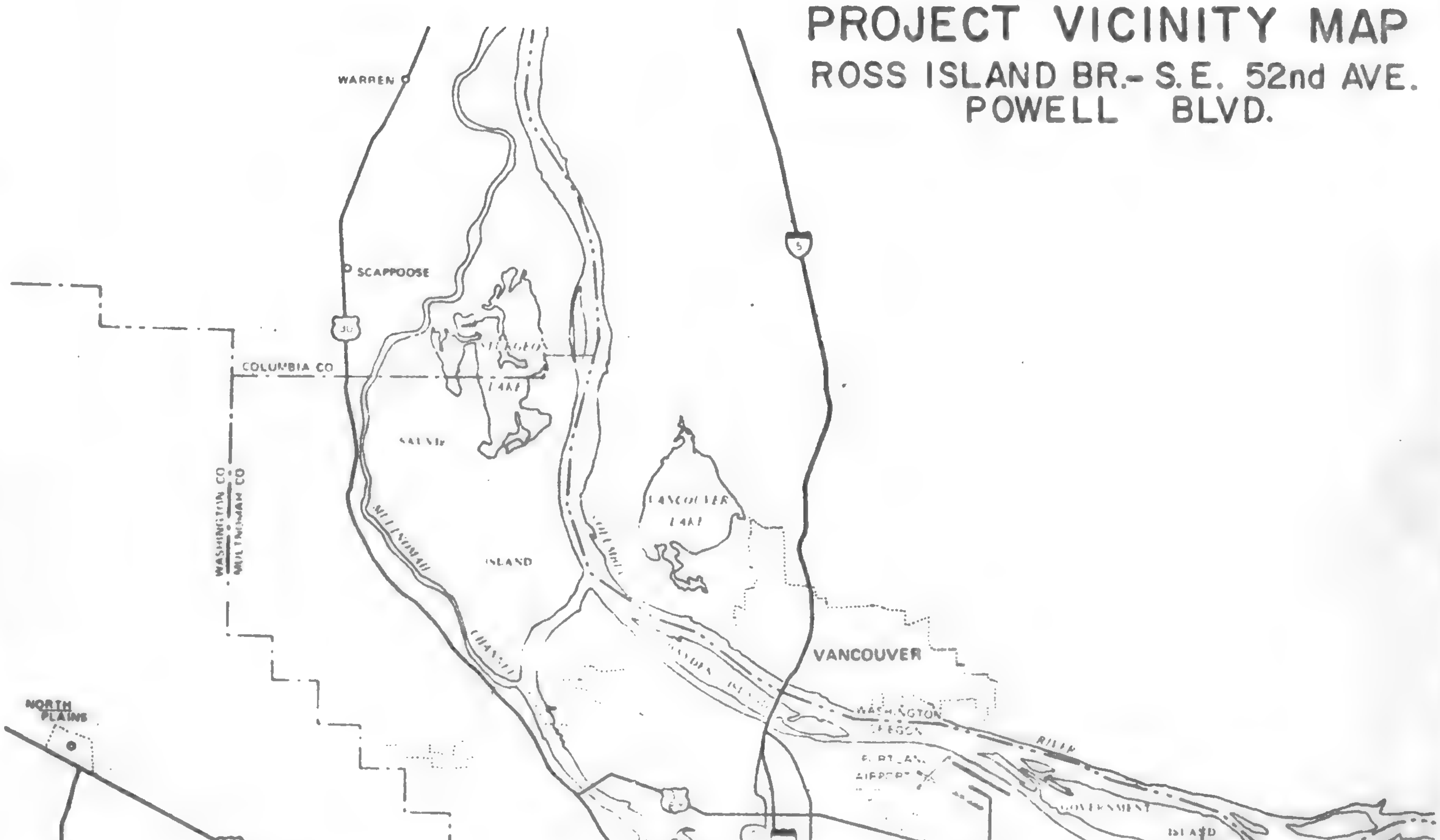
A two phase Powell Boulevard improvement project, extending from the Ross Island Bridge to S.E. 82nd Avenue, was submitted to the Columbia Region Association of Governments in June, 1975, as one of eight projects to be considered for financing with state bond money. A beautification project, with planted shoulders, undergrounding of utilities, a four-lane boulevard treatment with planted medians and shoulders where possible, left-turn refuges at major intersections, and access ramps to and from McLoughlin Boulevard on Powell, were proposed.

A subsequent re-evaluation of corridor needs and limitations, early in 1976, resulted in extending the corridor improvements to I-205 and dividing the total task into two phases. The project addressed in this document was selected as phase one because the section demanded the most immediate attention due to congestion and safety. Phase two will extend from S.E. 52nd Avenue to I-205. The latter phase will be developed as funds and regional priorities permit.

Figure 1

PROJECT VICINITY MAP

ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.



WARREN
SCAPPOOSE
30
5
COLUMBIA CO
WASHINGTON CO
MULTNOMAH CO
SAUVIE
ISLAND
MULTNOMAH
CHANNEL
VANCOUVER
LAKE
VANCOUVER
WASHINGTON
PORTLAND
AIRPORT
RIVER
GOVERNMENT
ISLAND
NORTH PLAINS
26
HILLSBORO
TROUTDALE
FAIRVIEW
WOOD VILLAGE
PORTLAND
PROJECT
LOCATION
8
208
ALLEN
BLVD.
BEAVERTON
26
GRESHAM
MULTNOMAH CO
CLACKAMAS CO
MILWAUKIE
HAPPY VALLEY
217
TIGARD
LAKE
OSWEGO
KING CITY
DURHAM
TUALATIN
GLADSTONE
43
224
RIVER
0
1
2
3
4
5
SCALE IN MILES
N

PROJECT PURPOSE The purpose of the proposed project is fourfold: A) To upgrade Powell Boulevard to a level at which the facility can effectively perform its designated function as a major city traffic street; B) To provide a facility which is capable of handling projected 1990 traffic volumes at a Level of Service "C-D" or better (Table No. 1); C) To improve pedestrian and vehicle safety; and D) To improve the corridor's visual quality.

PUBLIC PARTICIPATION A citizen's advisory committee (CAC), made up of local residents and business persons, and a technical advisory committee (TAC), composed of state and local agency representatives, were formed to assist in preliminary project development. Further input was obtained through a public information meeting held at Cleveland High School on June 9, 1976, and a public hearing at Cleveland High School on December 15, 1976. Many individual contacts also occurred.

PROJECT DESCRIPTION The proposed project is a composite of many localized improvements as well as some which extend through the project section. In general, an improved four-lane facility is proposed with a continuous left-turn refuge, traffic signal synchronization, and left turns allowed at signalized intersections. Pedestrian crossing improvements and a ramp from McLoughlin Boulevard northbound to Powell Boulevard eastbound are also proposed.

To provide narrative clarity, the project will be explained in greater detail according to each type of improvement which has been proposed.

No improvements will be made within a recently constructed underpass section between S.E. 14th and 20th avenues where the Southern Pacific Railroad tracks cross over Powell Boulevard.

Typical Section

Generally, the typical section will be 80 feet wide, consisting

TABLE 1

LEVELS OF SERVICE

Level of Service "A"	-	Relatively free flow, some stops will occur. Average speed above 30 mph.
Level of Service "B"	-	Stable flow, reasonable delays. Average speed 25-30 mph.
Level of Service "C"	-	Design capacity, stable flow, acceptable delays. Average speed 20-25 mph.
Level of Service "D"	-	Approaching unstable flow, delays tolerable. Average speed approximately 15 mph.
Level of Service "E"	-	Unstable flow, congestion not due to backups ahead. Average speed approximately 15 mph.
Level of Service "F"	-	Forced flow, jammed, stop-and-go conditions. Average speed less than 15 mph.

of 10-foot sidewalk/planter strips, 13-foot curb lanes, 11-foot inside lanes, and a 12-foot median (Fig. No. 2). Significant exceptions occur between the Ross Island Bridge and 14th Avenue and the intersections of 26th, 39th, and 50th avenues where additional lanes are provided for merging or turning movements.

Signalized Intersections

The existing signalized intersections are at Milwaukie, 21st, 26th, 33rd, 39th, 42nd, 50th, and 52nd avenues. Signal synchronization exists only between 21st and 33rd avenues. It is proposed that the same intersections remain signalized and that the signals from 21st Avenue through 52nd Avenue be interconnected and timed to facilitate traffic flow and encourage compliance with posted speed. Separate signal phases for left-turn movements are included at the intersections of Milwaukie and 39th avenues.

Left-turn Lanes and Refuges

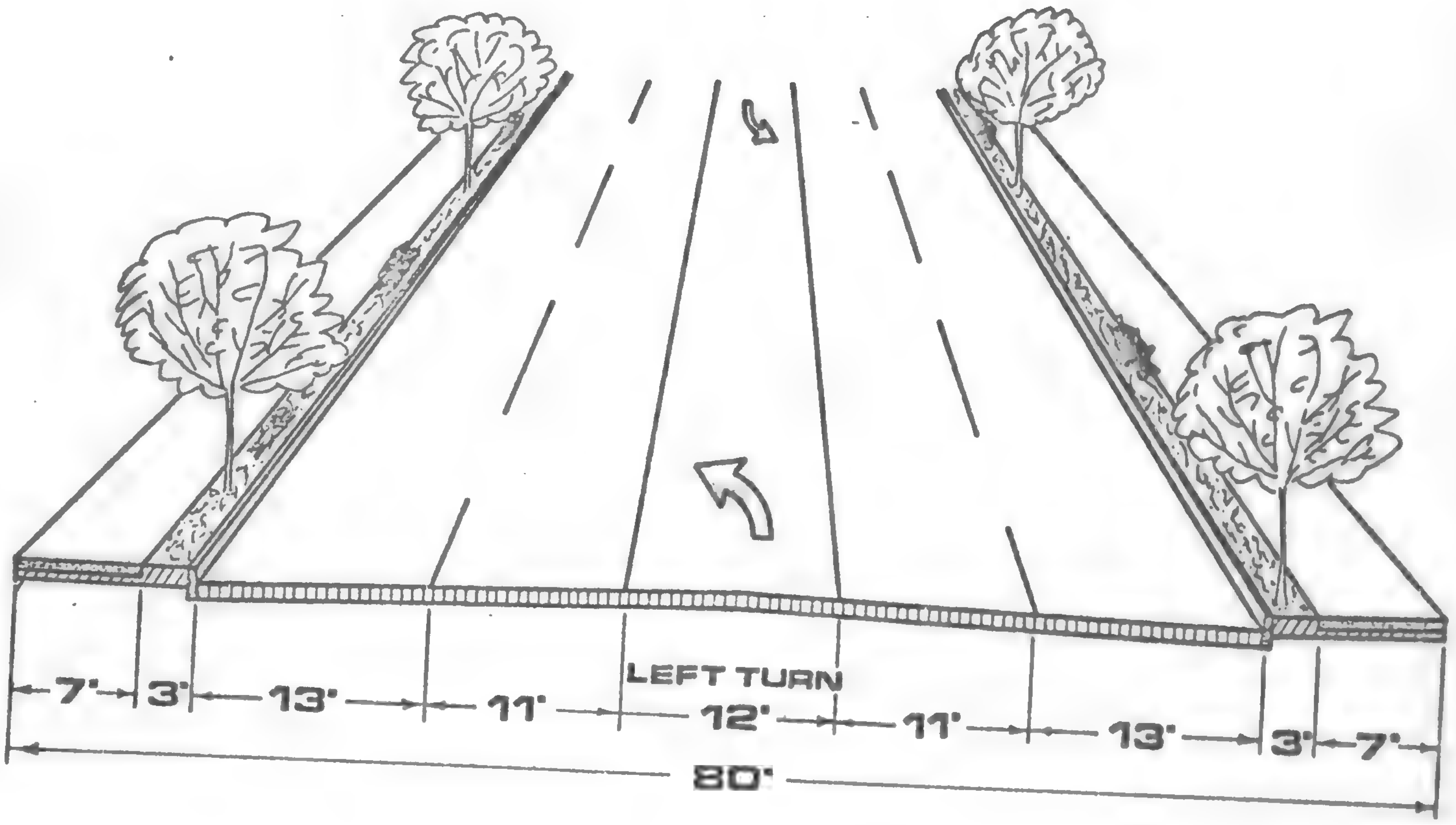
Left turns on Powell are currently prohibited at all signalized intersections; and, the only left-turn lanes on Powell are at 10th Avenue. A continuous left-turn lane from Milwaukie to 13th Avenue and from 20th to 50th Avenue is proposed. Left-turn lanes will also be provided at 9th and 10th avenues.

Left-turn refuges are proposed on the intersecting streets of 26th and 39th avenues for traffic entering Powell from the north and the south (Fig. No. 3). These refuges are in addition to existing refuges at Milwaukie Avenue, for traffic coming from the north and south, and Foster Road, for traffic coming from the south.

Right-turn Lanes

Right-turn lanes presently exist at Milwaukie and 26th avenues;

Figure 2



LEFT TURN
7'
3'
13'
11'
12'
11'
13'
3'
7'
80'

Figure 3

S.E. 39th AVE. PROPOSED DESIGN
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

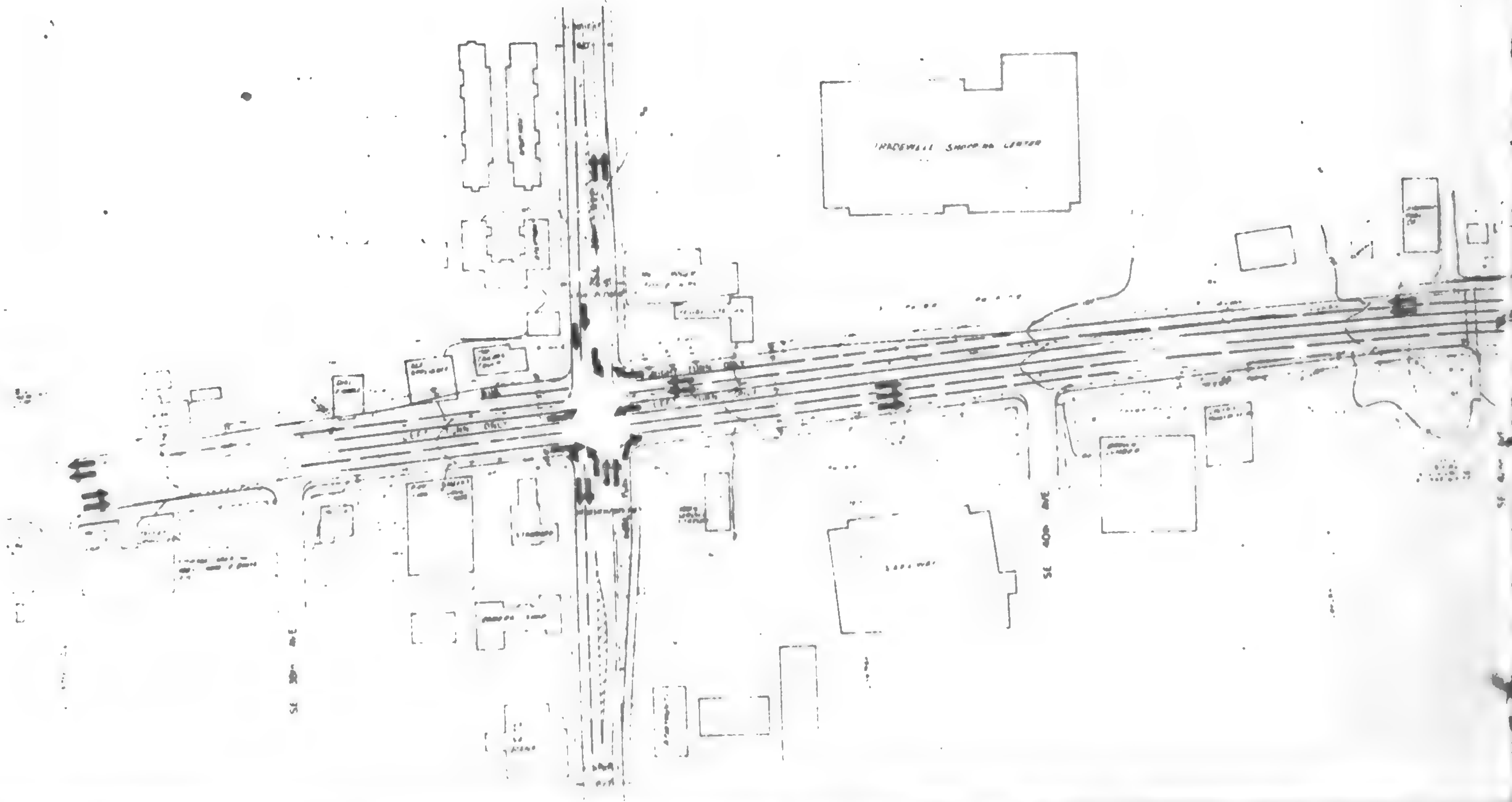
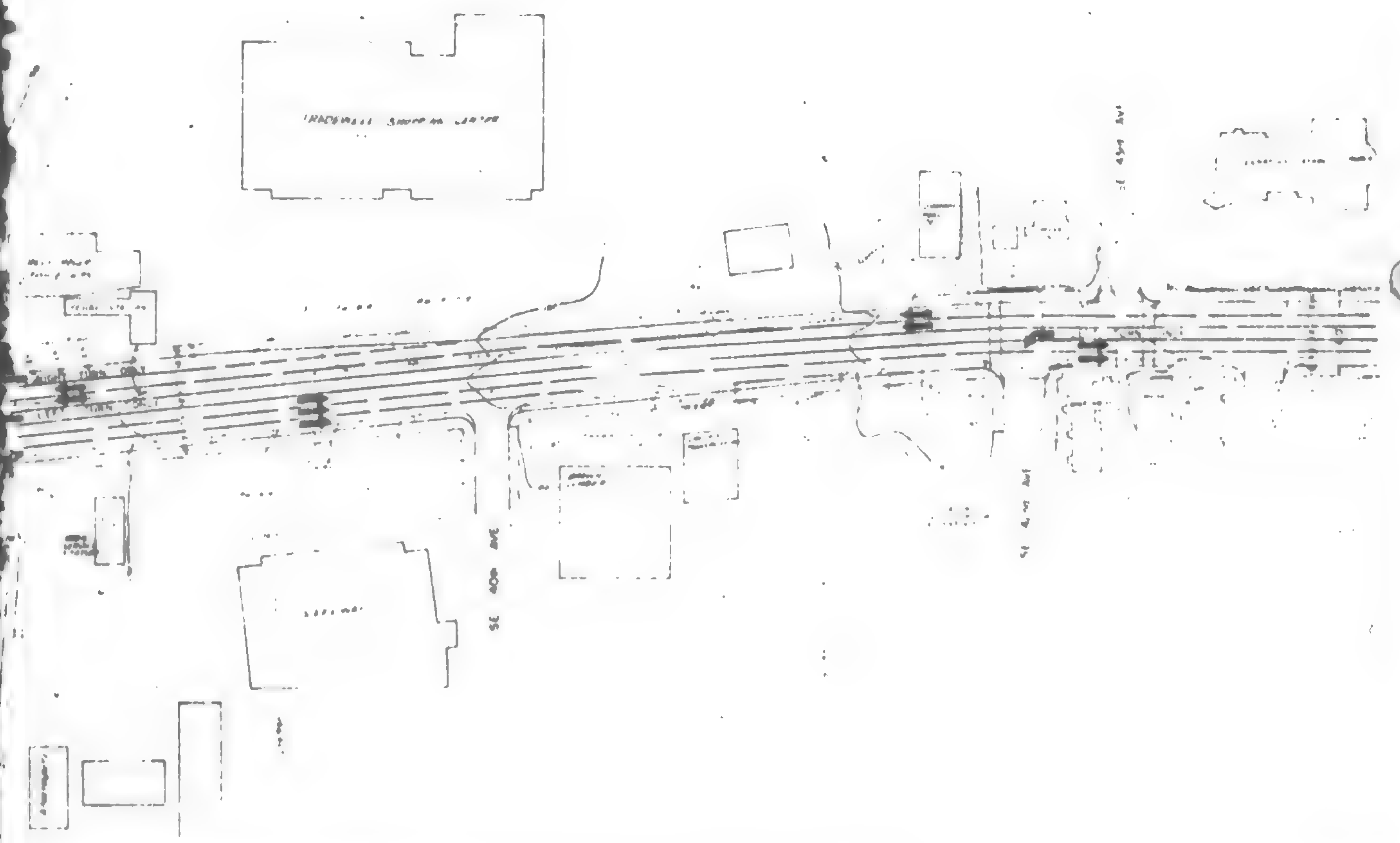

TRADEWELL SHOPPING CENTER
SAFEWAY

Figure 3

S.E. 39th AVE. PROPOSED DESIGN

ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.


TRADEWELL SHOPPING CENTER
SE 40th AVE

for traffic coming from the west and going to the south (W-S), and for traffic coming from the east and going north (E-N); and 50th Avenue for W-S and N-W traffic movements.

The proposed project will maintain the existing right-turn lanes with the exception of the E-N lane at 26th Avenue. Additional right-turn lanes are proposed for the intersections of: Milwaukie Avenue, for a N-W traffic movement (Fig. No. 4); and 39th Avenue, for E-N, W-S, and S-E movements (Fig. No. 3).

Additional Lane Configurations

In addition to the aforementioned right and left-turn improvements at Milwaukie Avenue intersection, two configuration features are proposed: a third lane eastbound between Milwaukie Avenue and the 17th Avenue connection, and a third lane westbound for the same section (Fig. No. 4). These lanes are intended to facilitate traffic movement through the Milwaukie Avenue intersection by reducing congestion and merging conflicts. The eastbound lane will also be used as a bus stop, with buses blocking the lane, hence reducing its effectiveness, at a frequency of approximately every third signal cycle. The westbound lane will actually extend the existing merge lane, for traffic entering Powell from 17th, into the right-turn lane onto Milwaukie Avenue.

Traffic Pattern Changes

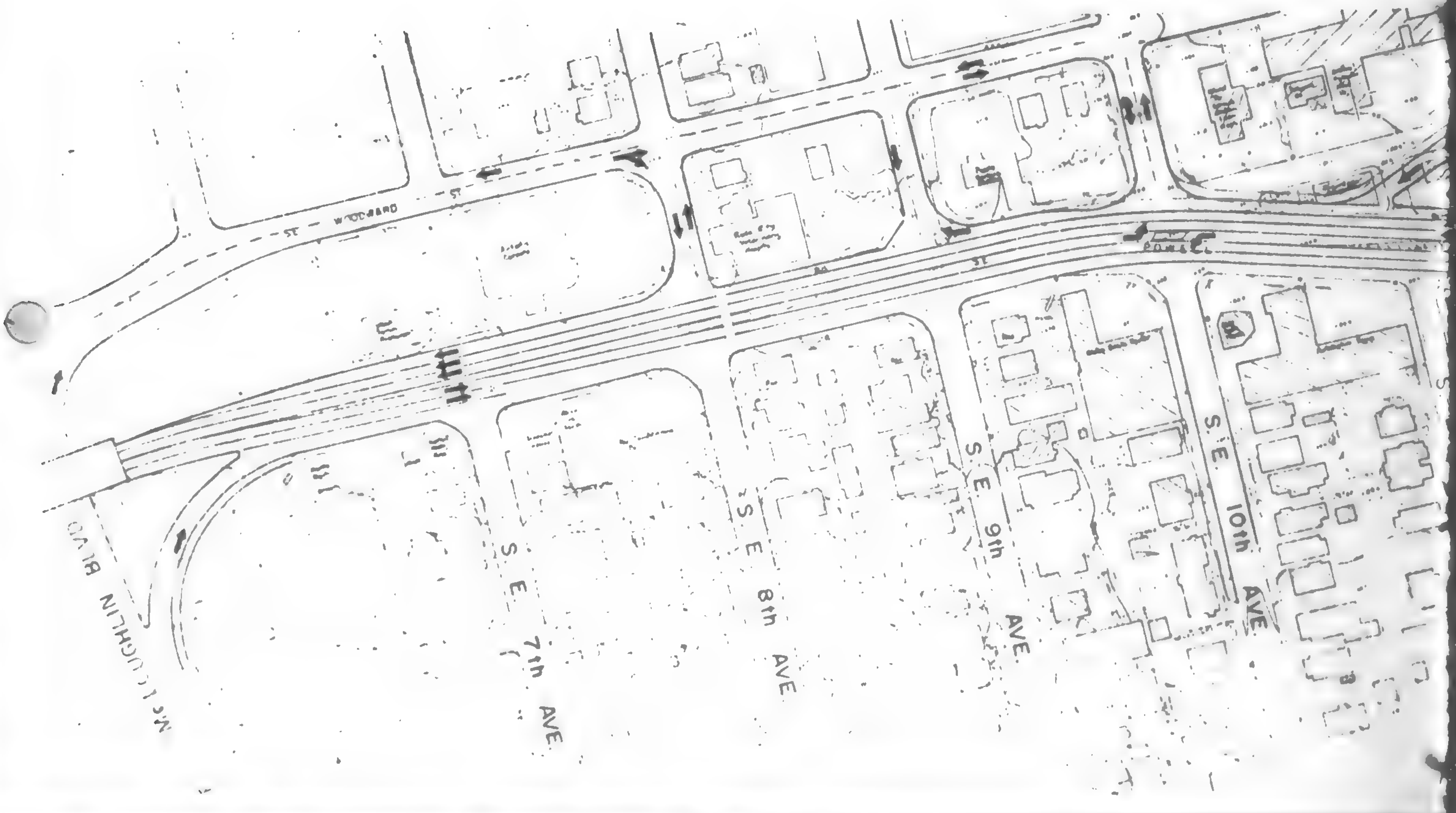
One access improvement and an additional ramp are proposed at the east end of the Ross Island Bridge, which will alter existing travel patterns.

Traffic northbound on McLoughlin Boulevard destined westbound on the Ross Island Bridge, will be rerouted. Today, the route is via Woodward Street, 7th Avenue, and Powell Boulevard. The proposal is to route traffic

Figure 4

ROSS ISLAND BRIDGE-S.E. 17th AVE. PROPOSED DES

ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

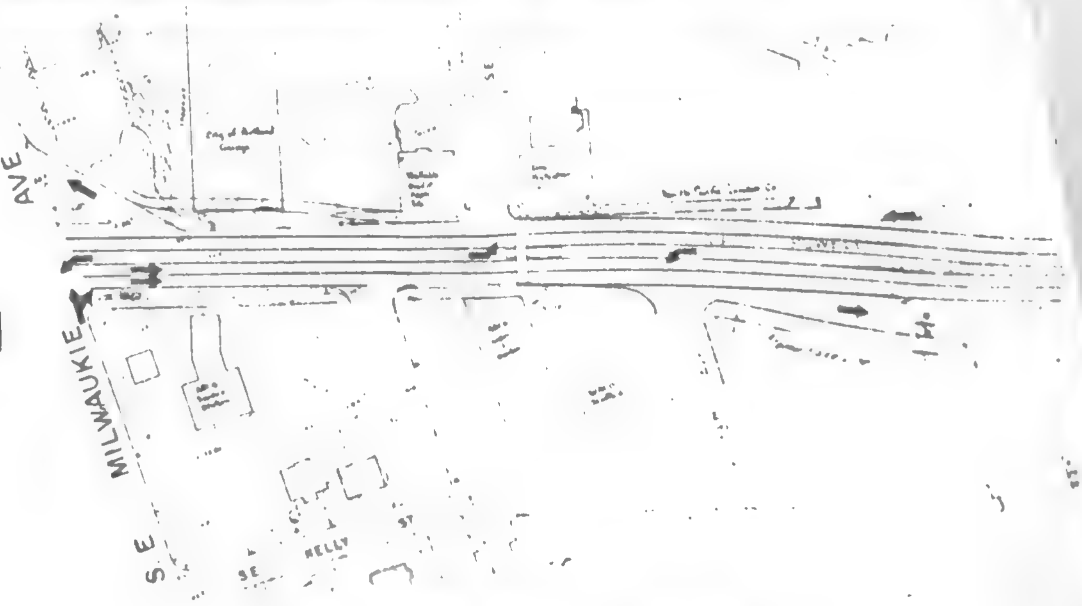


WOODWARD ST
POWELL ST
S.E. 7th AVE
S.E. 8th AVE
S.E. 9th AVE
S.E. 10th AVE
McLOUGHLIN BLVD

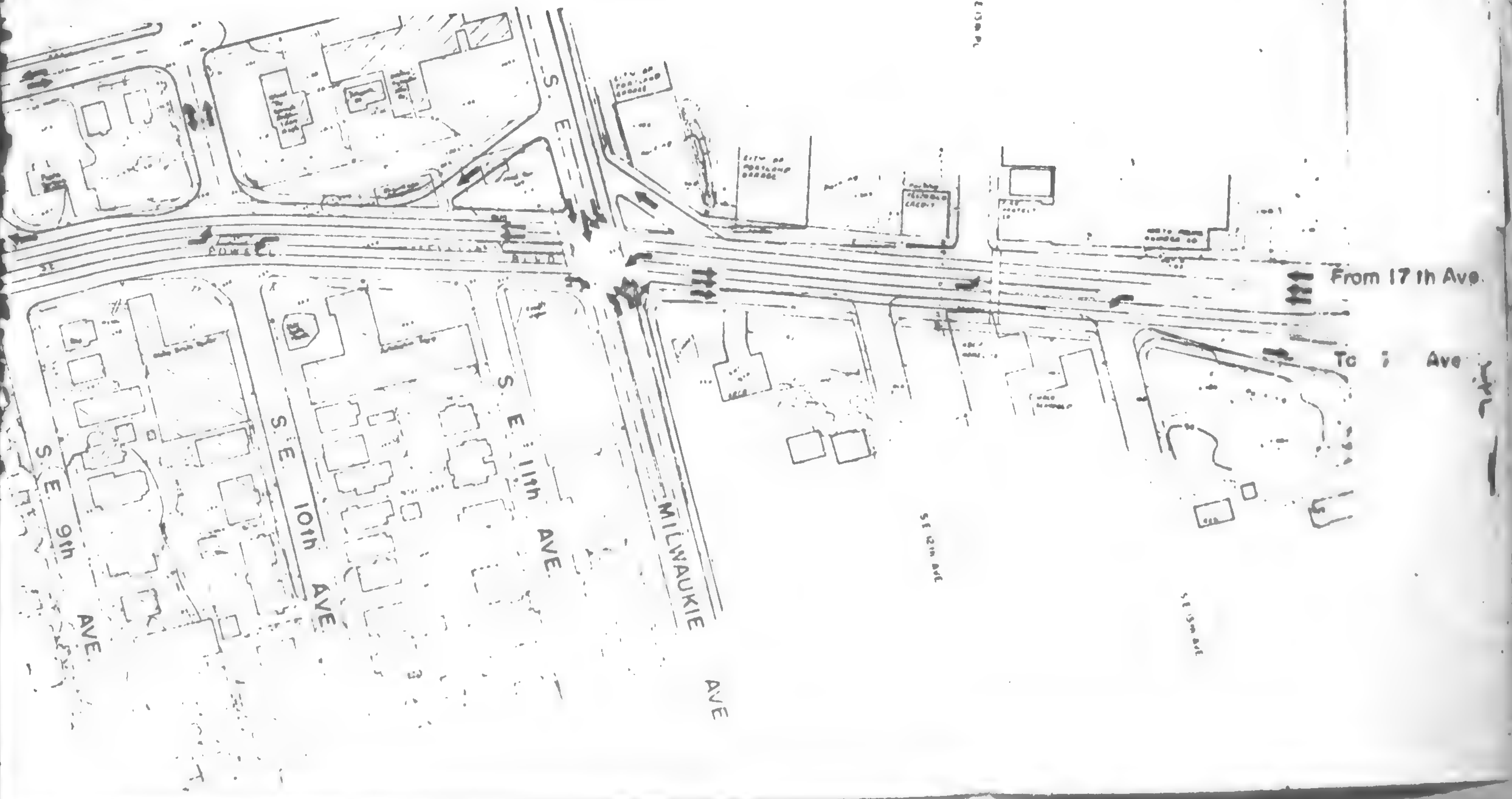
4

AVE. PROPOSED DESIGN

S.E. 52nd AVE.
BLVD.


AVE
S E MILWAUKIE
SE KELLY ST

ALTERNATE DESIGN


S E
POWELL BLVD
S E 9th AVE.
S E 10th AVE
S E 11th AVE.
MILWAUKIE AVE
From 17 th Ave.
To Ave

via Woodward, 8th, and Powell; and, to close 7th Avenue (Fig. No. 4). This will provide a longer merge and acceleration distance on Powell. In conjunction with this change, the traffic northbound on McLoughlin from Powell will be encouraged to use the route via 9th and Woodward (Fig. No. 4).

A ramp is proposed to provide access for traffic coming from the south on McLoughlin Boulevard with an eastbound destination on Powell (Fig. No. 4). Today this access is provided via 7th.

A third, and very minor pattern change, would result from the proposed closure of S.E. Waverleigh Boulevard at 28th Avenue to increase pedestrian safety. This will be discussed further under the following section on pedestrian improvements. In its existing state, Waverleigh is only partially improved and slightly used.

Pedestrian Improvements

Painted crosswalks with a raised safety island in the roadway median are proposed at the non-signalized intersections of 13th, 24th, 28th, 31st, 35th, 36th, and 45th avenues. These islands are intended to improve pedestrian safety by providing a mid-distance refuge enabling pedestrians to concentrate on only one direction of traffic at a time while crossing.

Two pedestrian overcrossings are proposed. One will replace an existing painted crosswalk and pedestrian actuated signal at Creston School, and the other will replace a painted crosswalk between 8th and 9th avenues. The overcrossing at Creston School would be used by both school children and Creston Park users. The overcrossing between 8th and 9th avenues has been added to the advanced project proposal as a result of input at the public hearing. Originally, the draft negative declaration identified the structure as an alternative to be studied further.

As previously mentioned, Waverleigh Boulevard will be closed at 28th Avenue and Powell. Many students from Cleveland High School cross 28th Avenue and Waverleigh on their way to Elton Athletic Field or McDonalds Restaurant located between 28th and 29th avenues. With Waverleigh open, an exceptionally wide expanse of "no-man's land" is normally crossed in the face of unpredictable vehicle movements coming from several directions. The closure of Waverleigh will significantly reduce the safety problem as pedestrians would only cross 28th Avenue.

It may be necessary to prohibit left turns from 43rd Avenue onto Powell to improve safety for school children crossing Powell from Saint Ignatius School.

Bikeways

The project section of Powell Boulevard is not designated as a bikeway in the City of Portland's proposed arterial streets classification policies; therefore, improvements specifically oriented toward the bicycle mode are limited to ramping sidewalks where existing sidewalk facilities are altered or replaced.

Roadway Improvements

A complete overlay and minor improvements to the roadway alignment are included in the project proposal.

Parking

All existing on-street parking will be removed from Powell Boulevard from the Ross Island Bridge to 50th Avenue. In order to mitigate the impact of prohibiting parking along Powell, three measures are proposed:

1) The parking lane which currently fronts Powell Park, would be set back, parallel and adjacent to the travel lanes in order to preserve parking for this recreational site.

2) Creston Park parking lot, located on the western edge of the park, will be striped to allow for a more efficient use of parking space. Signs have already been erected, directing park users to the parking facility.

3) Preserve parking on the cul-de-sac at 5th and Powell.

The provision of 21 parking spaces off the north side of Powell Boulevard on 22nd and 23rd avenues was proposed in the draft negative declaration. This measure has been subsequently removed from this project and will be considered by the City under a non-highway funding source.

Transit Improvements

Bus turnout bays on Powell are proposed between 8th and 9th avenues on the northside, immediately west of Milwaukie Avenue on the northside, immediately west of 39th Avenue on the northside, and at 24th Avenue on the southside of Powell.

A policy of placing bus stops, which occur in the travel lane, at the far side of intersections is also proposed.

Landscaping

Planted trees, shrubs, and grass are included in the project where appropriate. The project would remove a number of mature trees within the highway right-of-way, fronting Powell Park. The Highway Division will work closely with the City Parks Department to mitigate this impact; possibly, additional trees will be planted on park property.

Utilities

An excessive number of utility poles along Powell Boulevard have a negative impact upon the corridor's visual quality. Although not directly a part of this project, cooperation from the responsible utility companies has been gained in an effort to consolidate pole use. It is expected that the number of poles can be reduced by at least half as a result of this effort.

Right-of-Way

The proposed project would require the acquisition of some property along Powell. The number and type of property uses affected by the advanced proposal are summarized as follows:

A. Minor Encroachments
  1. Residences - 3
  2. Businesses - 18
  3. Schools - 2
  4. Vacant Commercial Lots - 5

B. Major Encroachments or Displacements
  1. Businesses - 13

A more in-depth discussion of the major right-of-way impacts occurs later in this document, beginning on page 37.

Construction Plan

In order to minimize traffic disruption and inconvenience during project construction, stage construction and night-time paving, if necessary, will be used. Traffic will not be prevented from using Powell Boulevard at any time during this period. The well-being of adjacent businesses and residences will also be considered when scheduling project activities.

No borrow material will be required. Waste material would be disposed of at local, designated landfill sites, or recycled as appropriate.

Project Cost

The cost of the project will be approximately $5.2 million, of which about $1 million will be right-of-way cost. This estimate is a revision of the $3.7 million found in the draft negative declaration.

ALTERNATIVES The proposed alternatives are limited to a No-Build and a series of minor design variations to the advanced proposal.

The No-Build would result in the continued deterioration of pedestrian and vehicle safety, and the ability of Powell Boulevard to handle increasing volumes of traffic. It is expected that under the No-Build alternative, traffic conditions would degrade to the point of severe congestion or system breakdown by 1990; and, the adverse impacts of existing energy inefficient characteristics such as unncessary stoppages at intersections and trips through neighborhoods, would be magnified. The existing facility has negative aesthetic and functional impacts to the socioeconomic environment of the corridor. Without improvements, the adverse effects of these impacts are expected to increase.

The build alternatives to the advanced proposal, described in the draft negative declaration, consisted of a combination of any or all of the following design variations:

A) Allow parking to remain on the northside of Powell Boulevard between 20th and 23rd avenues, and on the southside between 26th and 28th avenues for the purpose of providing on-street parking for adjacent businesses. This would have a detrimental effect on pedestrian and vehicular traffic. Allowing the parking would require narrowing the sidewalks to 6 feet, adjacent to the parking lane, and to 8 feet on the opposite side of the street, and would also reduce the travel lane width adjacent to the parking lane from 13 feet to 11 feet.

B) Include a pedestrian overcrossing at 8th Avenue. As a result of the hearing process, this alternative has subsequently become a part of the advanced proposal.

C) Do not include one additional eastbound lane extending from Milwaukie Avenue to 17th Avenue connection, nor one additional westbound lane extending from 17th Avenue to Milwaukie (Fig. No. 4). This would reduce the amount of congestion relief that the project would otherwise provide at the Milwaukie intersection. It is estimated that the intersection capacity would be lowered by 8 percent. Additionally, the sight distance for traffic merging westbound on Powell from 17th Avenue would be reduced. By not including the additional lanes, however, the right-of-way impacts to commercial properties on the southside of Powell Boulevard would be reduced.

D) Do not include improvements on 39th Avenue (left-turn lanes) as a part of the project. The consequence of this omission would be that the existing prohibition of left turns from 39th Avenue would continue, tending to encourage traffic to use neighborhood streets instead. Traffic coming from the north on 39th Avenue and heading east on Powell, avoids the 39th Avenue intersection by turning east on Franklin, south on 43rd, and making a left-turn movement to Powell at the 43rd Avenue intersection. This movement is in conflict with a school crossing for Saint Ignatius School, where it may be necessary to prohibit left turns from 43rd Avenue.

IMMEDIATE IMPACT AREA

The intent of this document is to identify and discuss environmental impacts which would occur as a result of implementing the advanced proposal. For the purpose of this effort, the limits of the study area, or immediate impact area, will be the Willamette River on the west, S.E. 62nd Avenue on the east, S.E. Division Street on the north, and S.E. Holgate Boulevard on the south. This area corresponds with census tracts 8.01, 8.02, 9.01, 9.02, and 10.00 as shown on Figure No. 5. The reader should assume that the following setting and impact discussions refer to the defined immediate impact area unless otherwise noted.

NATURAL ENVIRONMENT

Setting

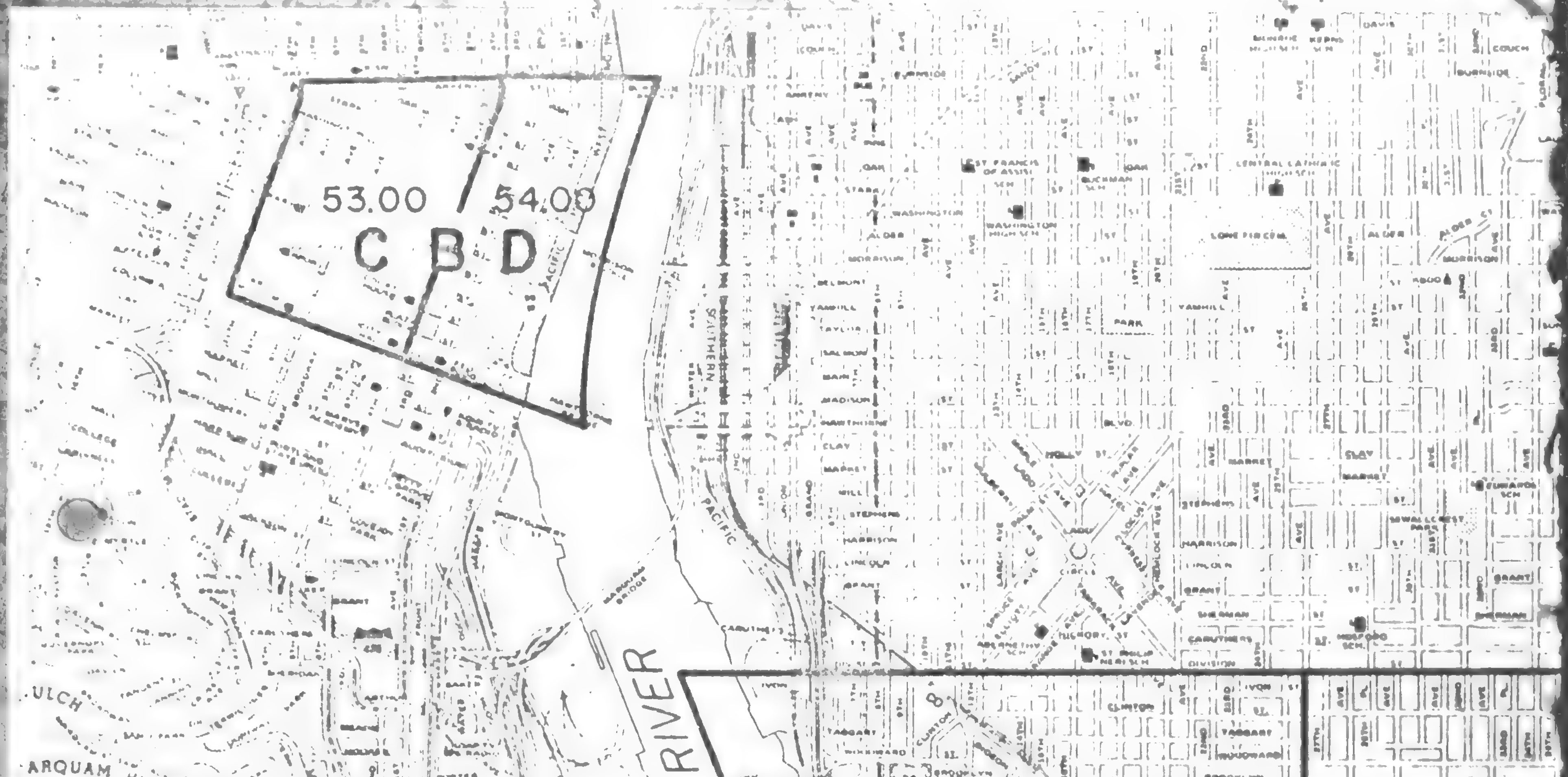
The study area consists of gently rolling terraces which slope westerly toward the Willamette River. The terraced topography is interrupted by several small depressions located immediately south of Powell Boulevard.

The project section rises in elevation from approximately 50 feet above mean sea level, adjacent to the river, to 220 feet at the eastern project terminus.

Natural drainage is not clearly defined. Storm water runoff is accommodated by a sanitary/storm sewer which adequately handles existing runoff demands. The Willamette River is the only natural surface water feature within the project area.

The Latourell loam is the predominant soil series present. The Latourell series consists of well-drained loam over very gravelly, sandy loam formed in mixed alluvium on terraces. Permeability is moderate, and surface runoff is slow to medium. Erosion hazard is slight to moderate in areas with slope percent values of 0 to 12 percent and severe in those areas with slope percent values of 12 to 20 percent.

The underlying stratum throughout the area is the Tertiary Troutdale Formation. This formation is overlain by Quarternary deposits, some of recent origin. Terrace deposits characterize the western half of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RIVER
ROSS ISLAND
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TOE ISLAND
SENTINEL HILL
ARQUAM HILL
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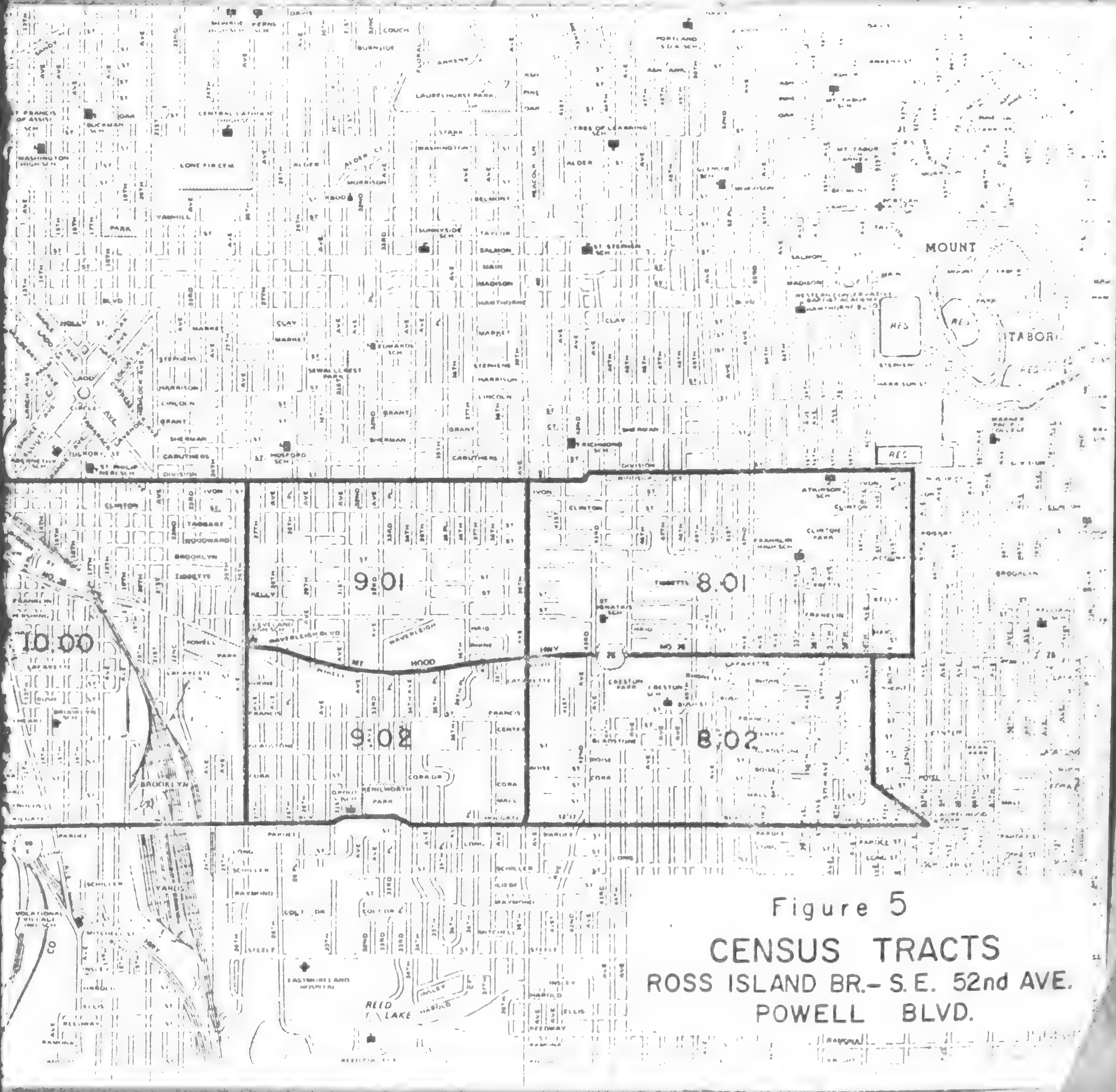
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8.02
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MOUNT
TABOR
REED LAKE
POWELL
MT HOOD
HWY
DIVISION
BROOKLYN
CLINTON
LAUREL HURST PARK
LONE FIR CEM.
KENILWORTH PARK
RES
FRANKLIN HIGH SCH

Figure 5
CENSUS TRACTS
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

the study area, from approximately 23rd Avenue to the river. These deposits are comprised of cobble gravel overlain by up to 25 feet of fine-grained sand and silt. Sand and silt deposits predominate in the remainder of the study area, from 23rd Avenue to the eastern boundary. The deposits are unconsolidated, mostly stratified formations which are sometimes referred to as "Pleistocene Alluvium."

The adjacent land along Powell Boulevard is entirely developed with vegetation being limited to private landscaping and the tree and lawn areas provided by two small city parks abutting Powell Boulevard on the south--Creston and Powell parks. Significant vegetation is particularly evident in Creston Park, which contains many mature Douglas Fir trees.

The Parry Center for Children, situated on the northside of Powell Boulevard between 33rd Place and 36th Avenue, has a 10 acre grounds containing poplar trees and other hardwoods, shrubs, and considerable grass area.

Mature maple trees front the Parry Center and Powell Park within the existing highway right-of-way. The proposed project would require their removal.

Existing fauna is characteristic of that which is typical in an urban setting with a high exposure to human activity. Jays, sparrows, finches, crows, pigeons, squirrels, opossums, rats, and mice are among the more common macrofaunal inhabitants.

Impacts

The natural environment would not be significantly impacted by a project of this type, where improvements will occur along an existing alignment, in a fully developed urban area. The removal of trees, fronting Powell Park and the Parry Center, will be partially offset by proposed landscaping.

LAND USE

Setting

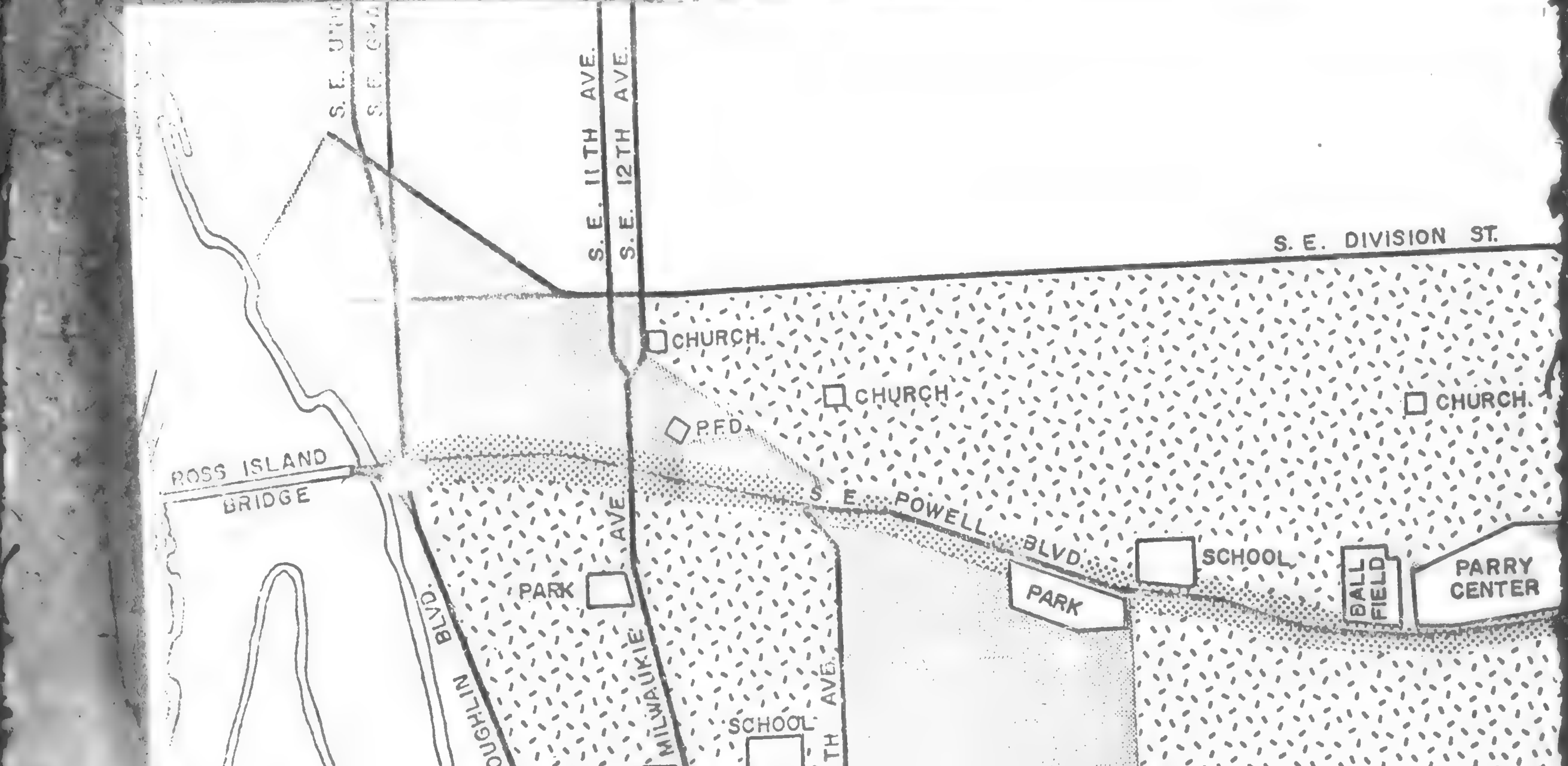
The General Pattern--The predominant pattern of land use for the project corridor consists of a thin commercial strip development along Powell Boulevard with middle to low income residential use existing behind. A transition to industrial land use occurs in the western portion of the corridor (Fig. No. 6).

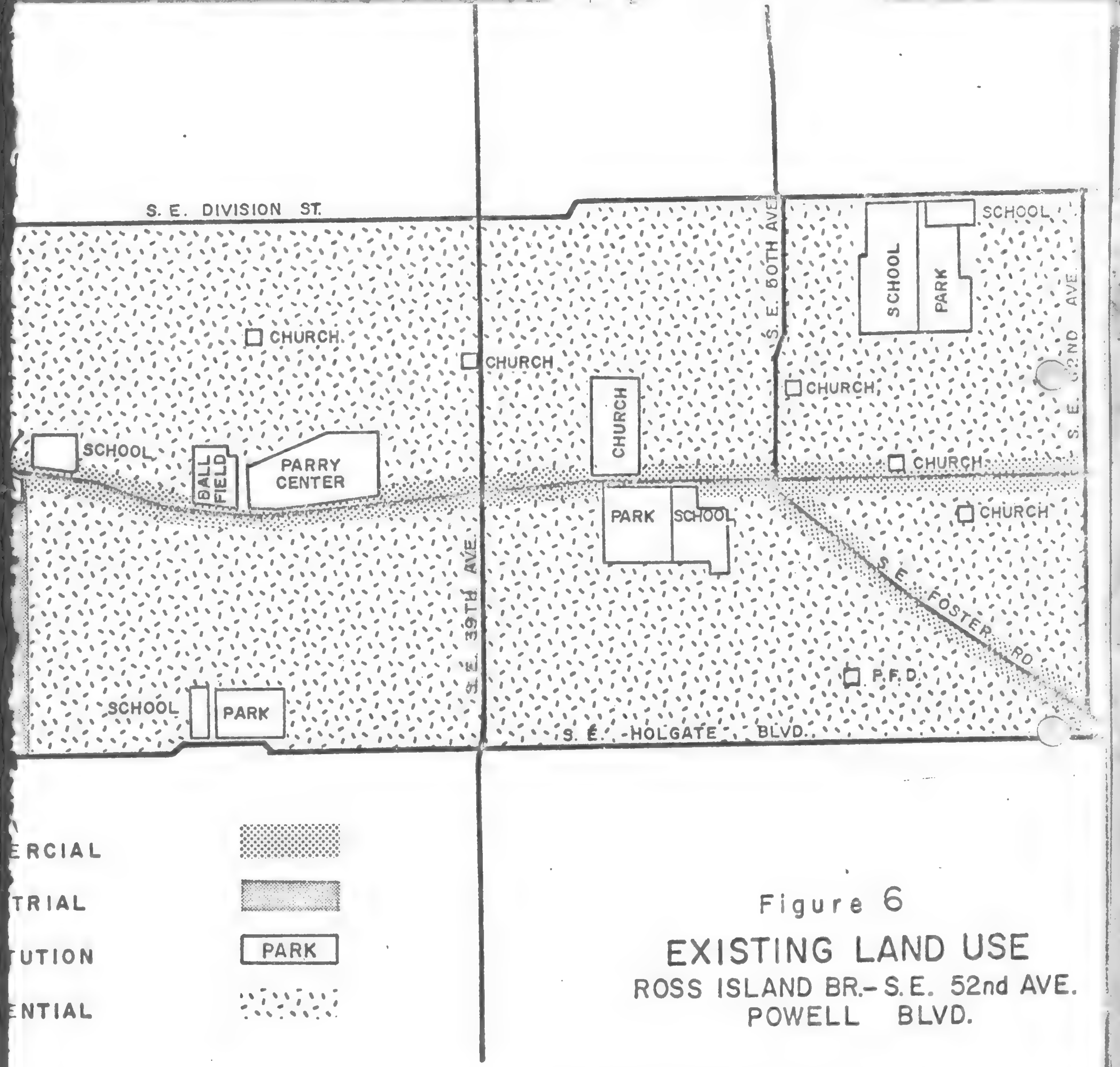
Residential Use--The immediate impact area varies from approximately one-half single family homes (SFH) and one-half multiple family homes (MFH) at the west end, to approximately two-thirds SFH and one-third MFH at the east end. Several of the neighborhoods are being heavily encroached upon by industrial and commercial establishments, particularly in the vicinity of the Southern Pacific Railroad tracks.

Zoning for the area varies somewhat from the existing residential land use. A considerable amount of the residential area is zoned for single family apartments, duplexes, or spaciously built garden apartments. The City of Portland uses this zoning category extensively as a transition between commercial and single family residential areas. In addition, current zoning allows for further industrial and commercial encroachment into existing residential use.

Commercial Use--Nearly all of the commercial establishments border on Powell Boulevard, and are typical of the potpourri development found along major urban arterials. The commercial uses include fast food restaurants, retail stores, small businesses offering a variety of services, specialty shops, gas stations, and chain grocery stores. Many of the businesses are, in fact, light industries but, for the purposes of this study, they are not differentiated.

Much of the development is highly reliant upon attracting the auto-oriented consumer, with adequate parking being critical to business


S.E. 11TH AVE.
S.E. 12TH AVE.
S.E. DIVISION ST.
CHURCH
CHURCH
CHURCH
P.F.D.
ROSS ISLAND BRIDGE
S.E. POWELL BLVD.
SCHOOL
BALL FIELD
PARRY CENTER
PARK
PARK
S.E. MILWAUKIE AVE.
S.E. MCLOUGHLIN BLVD.
S.E. 17TH AVE.
SCHOOL
CHURCH
SCHOOL
PARK
ROSS ISLAND
COMMERCIAL
INDUSTRIAL
INSTITUTION
PARK
RESIDENTIAL


S. E. DIVISION ST.
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SCHOOL
PARK
SCHOOL
BALL FIELD
PARRY CENTER
PARK
SCHOOL
S.E. 50TH AVE.
S. E. 52ND AVE.
S.E. 39TH AVE.
S. E. FOSTER RD
P.F.D.
SCHOOL
PARK
S. E. HOLGATE BLVD.
ERCIAL
TRIAL
TUTION
PARK
ENTIAL

Figure 6

EXISTING LAND USE
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

success. Most of the establishments have their own off-street facilities; however, a few are entirely dependent upon existing areas of on-street parking.

Zoning for commercial land use follows closely the pattern of strip development along Powell Boulevard. Some vacant businesses and undeveloped properties indicate that the availability of commercial space currently exceeds the demand. Out of 124 commercial establishment facilities identified between 7th and 52nd Avenue, 14 of them are vacant or being used as storage by an adjacent business. A few marginal businesses, predominantly housed in degraded structures, provide additional commercial expansion potential within existing zoning.

Industrial Use--Industrial development within the immediate impact area is extensive, ranging from light industrial manufacturing, such as the Surf Shop at 28th Place and Powell, to heavy industrial manufacturing plants, such as Zidell, an iron fabricating and casting works south of Powell Park. Most of the heavy industry is located near the river and/or the railroad, but increasingly, light industry is locating farther away and into the residential neighborhoods.

Zoning essentially corresponds with the actual industrial activity distribution, with apparent room for expansion.

Impacts

The actual conversion of land to highway use accounts for approximately 1.4 acres, which is not very significant in itself if compared to many other highway projects in the Portland area. However, the removal of some of these narrow strips from a parcel of business property could have a severe effect. It may make the difference between continuing an existing operation and changing or selling to another operation. In any case, the type of use would probably remain the same.

For example, if an encroachment sufficiently alters a commercial establishment, it may go out of business or relocate; in which case, since many of these properties are attractive commercial locations, another business is likely to take the old site. Thus, the only land use change would be the actual conversion of small amounts of commercial property to highway use. In other areas, particularly west of 26th Street along Powell Boulevard, a displaced business might well be replaced by industrial use. This would tend to accelerate land use change.

Portions of the residential neighborhoods of "Brooklyn" and "Hosford-Abernethy" (Fig. No. 7) are being gradually replaced by industrial development. This conversion has been going on for many years with only occasional resistance by residents. It is likely that the build alternative would tend to accelerate this conversion by making the corridor more attractive for industrial location or expansion.

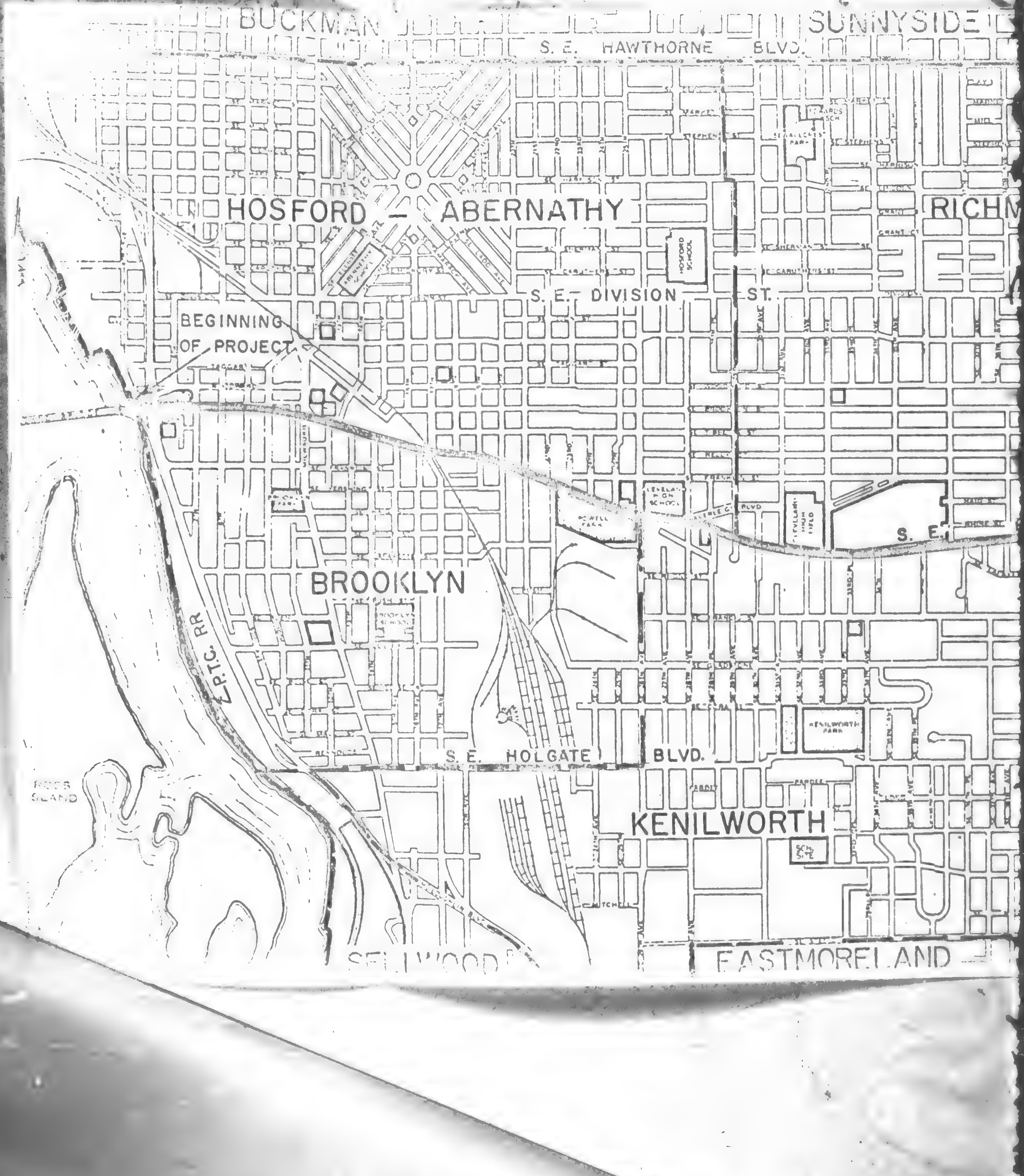
Although the project may have an accelerating effect, it is not expected to alter the existing land use trends.

POPULATION

Setting

Like established inner-city residential areas in other large cities, Southeast Portland experienced relatively slow population growth during the decade of the 1960's. The southeast section of Portland increased only 1.6 percent between 1960 and 1970. The immediate impact area of the project had a population increase of about 2 percent during the sixties. The central downtown region decreased 34.1 percent; the entire city of Portland changed by a 2.7 percent increase.

While the city maintained a near static growth rate, the suburban areas and their satellite cities continued to mushroom. The outlying suburban southeast area increased by nearly 50 percent between


BUCKMAN
SUNNYSIDE
S. E. HAWTHORNE BLVD.
HOSFORD – ABERNATHY
RICHM
HOSFORD SCHOOL
S. E. DIVISION ST.
BEGINNING OF PROJECT
S. E.
BROOKLYN
P.T.C. RR
KENILWORTH PARK
S. E. HOLGATE BLVD.
ROSS ISLAND
KENILWORTH
SELLWOOD
EASTMORELAND

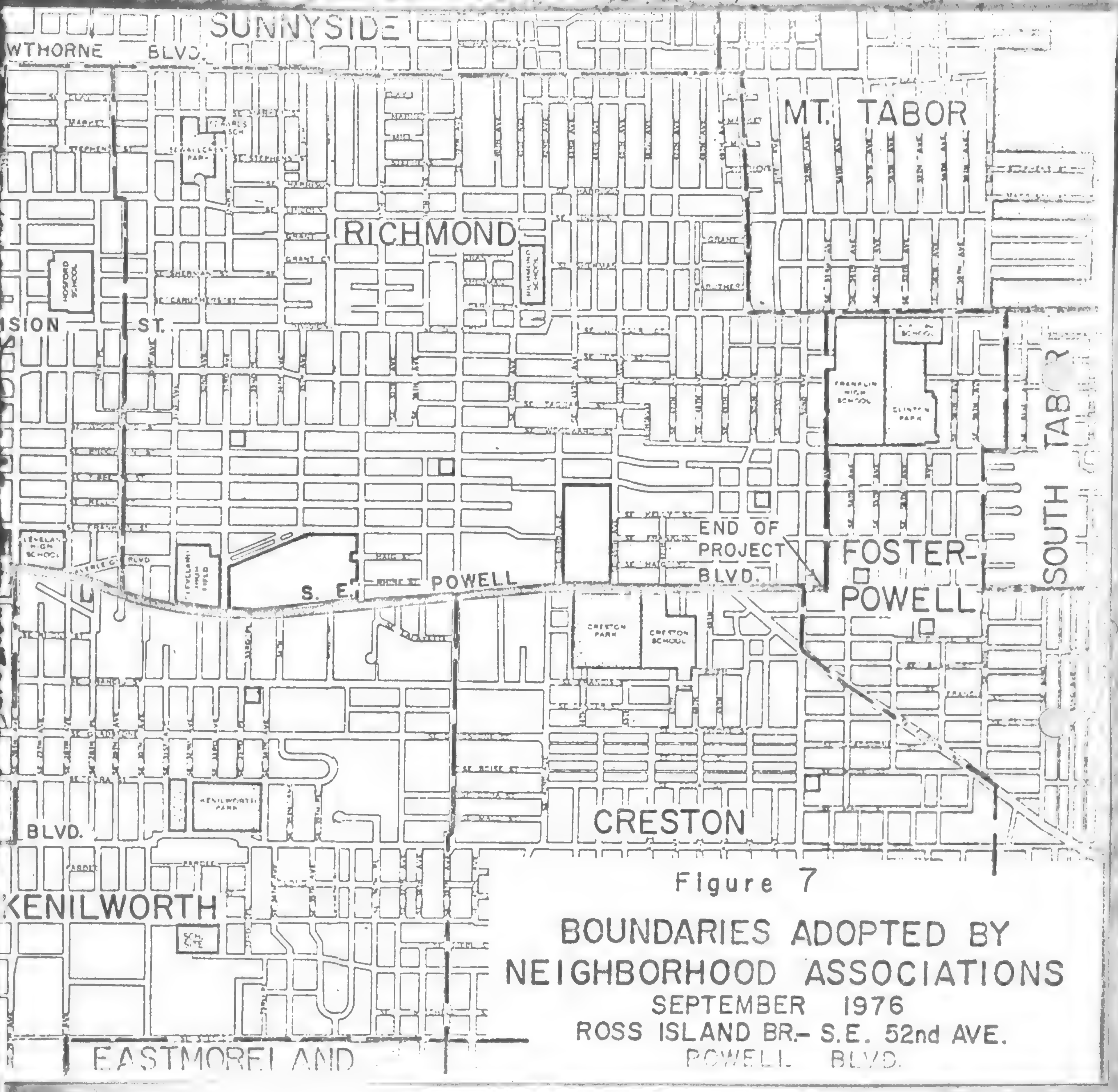

SUNNYSIDE
WTHORNE BLVD.
MT. TABOR
RICHMOND
HOSFORD SCHOOL
ISION ST.
FRANKLIN HIGH SCHOOL
CLINTON PARK
SOUTH TABOR
END OF PROJECT
FOSTER-POWELL
S. E. POWELL BLVD.
CRESTON PARK
CRESTON SCHOOL
KENILWORTH PARK
CRESTON
BLVD.
KENILWORTH
SCH. SITE
EASTMORELAND

Figure 7

BOUNDARIES ADOPTED BY NEIGHBORHOOD ASSOCIATIONS
SEPTEMBER 1976
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

1960 and 1970. The city of Gresham in Multnomah County, about seven miles east of the project on U.S. 26, experienced a population increase of over 150 percent during the 1960-70 decade. According to an estimate by the Center for Population Research and Census, Portland State University, Gresham had 21,000 residents in 1975, an increase of about 112 percent from 1970. The Center estimated in 1975 that Portland's population was 375,000 and Multnomah County's, 547,900. Both of these estimates indicated a slight decrease in population in Portland and Multnomah County from the 1970 census count.

Population projections to 1990 indicate a continuation of the existing trends (See Table 2). The immediate impact area of the project will show a slight decrease, 2.8 percent in population. According to a recent projection by the Columbia Region Association of Governments (CRAG), the city of Portland will increase by 10.9 percent by 1990. Much of this increase will be due to annexations, as well as a slight increase in residential density. Southeast Portland will experience relatively slow population growth into 1990. As would be expected, the major increases in population are expected in the suburban areas of Multnomah and Clackamas counties. Although the whole of Multnomah County is anticipated to increase by only about 5 percent by 1990, growth patterns within the county will vary. According to the CRAG Interim Transportation Plan, East Multnomah County will increase by 113 percent.

Impacts

As indicated above, population trends and projections in the immediate impact area are for a stable to declining population. Dramatic population growth is occurring in the suburbs to the east of the project. The Powell Boulevard improvement project is not expected to have any significant effects on population changes in the immediate impact area,

TABLE 2

POPULATION TRENDS AND PROJECTIONS, PERIOD FROM 1960 TO 1990

	1960[a]	1970[a]	Percent Change 1960-1970	1990[b]	Percent Change 1970-1990
Immediate Impact Area					
Census Tract 8.01	5,034	5,031	-0.1%	4,800	-4.6%
Census Tract 8.02	4,137	4,604	11.3%	4,600	-0.1%
Census Tract 9.01	4,781	4,713	-1.4%	4,500	-4.5%
Census Tract 9.02	3,027	3,491	15.3%	3,700	6.0%
Census Tract 10.00	6,433	6,032	-6.2%	5,600	-7.2%
TOTAL	23,412	23,871	2.0%	23,200	-2.8%
City of Portland	372,676	382,619	2.7%	424,500	10.9%
Multnomah County	522,813	556,667	6.5%	584,100	4.9%

SOURCE: [a] U.S. Bureau of the Census, 1970 U.S. Census, Number of Inhabitants, Oregon.

[b] Census Tract 1990 projections are from CRAG, Interim Transportation Plan for the Portland-Vancouver Metropolitan Area, 1975; City of Portland estimate is from a recent projection by CRAG; Multnomah County's estimate is from the Center for Population Research & Census, Population Projections for Oregon Its Counties 1975-2000, PSU, Portland, 1976.

nor will it greatly contribute to suburban growth. A major change in accessibility (defined as the ability of reaching destinations, generally measured in terms of travel time and cost) usually generates population changes. This project would improve traffic flow and access in the immediate project area, but would not change accessibility on a regional basis. This change should not serve as a magnet, drawing people to reside near Powell Boulevard. Traffic forecasts for this section indicate a maximum 23 percent increase in traffic by 1990. This increase, moderate in scale, reflects the availability of other east-west arterials in the area to handle the travel activity within the area and between the eastern suburban areas and the city and its CBD.

The No-Build Alternative would result in a decreased Level of Service, which would tend to retard population growth in the area, the current pattern. However, the change would be small and difficult to separate from other forces at work in the area, such as land use conversions.

In the short-term, this project (either the Build or No-Build) will insignificantly affect population change. In the long-run, changes will occur in concert with such planned highway projects as a completed I-205, a Banfield transitway, and an improvement of Powell from 52nd Avenue to I-205 (Phase II of the Powell Boulevard improvements). If Powell Boulevard is improved to serve as a major city traffic street for Portland, it would generate population growth primarily at its eastern suburban end (I-205-Gresham area). However, too many uncertainties are present to generalize accurately at this time. Not improving Powell, would discourage growth near the facility. Growth would occur at points and areas with better accessibility.

ECONOMIC CHARACTER

Setting

The Portland-Vancouver metropolitan area is the principal collection and distribution center for the Willamette Valley and the Lower Columbia River Area. The area's basic industries include a variety of manufacturing with a substantial warehousing and trucking sector.

The downtown business area or central business district (CBD) has been changing in recent years from a strong retail center to office-type activity. Much of the retail activity has located in suburban shopping centers and along major arterials. Even though retail firms have moved outward, CBD employment has increased because of the influx of office employment.

Portland, as with most cities on the west coast, is young, with a low density population, having a substantial portion of its land devoted to streets (12 percent as of 1970) and heavily dependent upon the motor vehicle.

As a city grows, the inner areas generally become more highly concentrated. Multi-family residences are substituted for single family and higher income households move further away from the CBD. Industry expands to previously residential areas. Retail activity is concentrated in shopping centers and along the principal arterials. These trends are found in the immediate impact area. The relevant data for the census tracts within this area are given in Table No. 3.

The older area, census tract 10, has a substantial amount of land in industrial use, 115.7 acres or 18 percent of land in this census tract. Industry is located along and to the west of the rail line which bisects this tract in a north-south direction. The large amount of industry in this census tract accounts for the high level of employment in this tract; this area has over half the total employment for the

TABLE 3

SELECTED DATA ON THE IMMEDIATE IMPACT AREA 1/

CENSUS TRACTS		10	9.01	9.02	8.01	
Population	1960	6433	4781	3027	5034	
	1970	6032	4713	3491	5031	
Dwelling Units*	1960	2342	1650	1176	1763	
Owner-Occ./%		1383/59%	1006/61%	635/57%	1269/72%	10
Renter-Occ./%		815/35%	578/35%	443/38%	426/27%	3
	1970	2360	1782	1456	1876	
Owner-Occ./%		975/41%	835/47%	534/37%	1123/60%	9
Renter-Occ./%		1179/50%	793/45%	790/54%	643/34%	80
Median Income	1969	$8879	$9230	$9616	$9939	$
Retail Employment/%	(1970)	586/14%	233/24%	210/23%	147/16%	16
Total Employment	1970	4160	982	900	932	
Land Use (Acres)	1970					
Residential/%		226.4/36%	159.9/57%	141.7/57%	209.5/54%	161.
Commercial/%		23.4/4%	10.9/4%	12.0/5%	12.7/3%	29
Industrial/%		115.7/18%	0/0%	9.8/4%	3.9/1%	
Street/%		218.4/34%	86.8/31%	65.5/27%	128.0/33%	114.
Other/%		52.1/8%	22.4/8%	17.0/7%	35.9/9%	15
Total/%		641/100%	280/100%	246/100%	390/100%	320

* Dwelling units include unoccupied housing. Hence owner-occupied plus renter-occupied does not equal dwelling units. The difference is the number of vacant units.

TABLE 3

SELECTED DATA ON THE IMMEDIATE IMPACT AREA 1/

10	9.01	9.02	8.01	8.02	TOTALS
6433	4781	3027	5034	4137	23,412
6032	4713	3491	5031	4604	23,871
2342	1650	1176	1763	1440	8371
1383/59%	1006/61%	635/57%	1269/72%	1042/72%	5335/64%
815/35%	578/35%	443/38%	426/27%	330/23%	2642/32%
2360	1782	1456	1876	1820	9294
975/41%	835/47%	534/37%	1123/60%	918/50%	4385/47%
1179/50%	793/45%	790/54%	643/34%	800/44%	4205/45%
$8879	$9230	$9616	$9939	$9670	
586/14%	233/24%	210/23%	147/16%	165/26%	1341/18%
4160	982	900	932	642	7616
226.4/36%	159.9/57%	141.7/57%	209.5/54%	161.3/50%	898.8/48%
28.4/4%	10.9/4%	12.0/5%	12.7/3%	29.1/9%	93.1/5%
115.7/18%	0/0%	9.8/4%	3.9/1%	0/0%	129.4/7%
218.4/34%	86.8/31%	65.5/27%	128.0/33%	114.2/36%	612.9/32%
52.1/8%	22.4/8%	17.0/7%	35.9/9%	15.4/5%	142.8/8%
641/100%	280/100%	246/100%	390/100%	320/100%	1877/100%

welling units include unoccupied housing. Hence owner-occupied
us renter-occupied does not equal dwelling units. The difference
the number of vacant units.

immediate impact area.

Between 1960 and 1970 overall population remained quite stable, decreasing in the inner portions and increasing further from the CBD. However, the character of the residents changed from predominantly owners to renters. Part of this was the result of the changeover of land use from single-family to multi-family residential during this decade. Since renter-occupied units generally have fewer people per household, the number of dwelling units increased while population remained stable, except in census tract 10 where the industrial expansion resulted in a net loss of over 400 residents.

As expected, income levels are lowest near the CBD and increase as one moves outward. As of 1970, census tract 10 was the only tract in the area with a median income below nine thousand dollars.

Since the 1970 Census data is somewhat outdated, an attempt was made to find out what sort of activity has occurred since 1970 by examining building permit data for two blocks on either side of Powell Boulevard. The data suggests that the area has remained fairly stable since 1970 with little change in land use. Most of the changes have occurred along Powell Boulevard as one business was substituted for another, or there was a small-scale expansion of a business. One exception to this slow changeover in economic activity was the construction of the railroad undercrossing at Powell Boulevard and 17th Street. As a result of this project, 15 businesses were displaced and most of them relocated in the area. This is typical of the inner portions of cities; without outside intervention, such as government investment, the economic forces cause a slow but steady change in the urban fabric.

Impacts

The acquisition of right-of-way will decrease property sizes;

compensation will be paid for these acquisitions. The removal of parking along Powell Boulevard may lower sales or revenues for some businesses. This will be at least partially offset by the increased accessibility and improved safety with the left-turn lane and improved intersections at Milwaukie Avenue, 39th Avenue and 50th Avenue.

Economic development in an area can occur by a transportation improvement which substantially decreases travel time. With an already extensively built-up transportation network in the Portland metropolitan area, this project is not likely to decrease travel time enough to have such an impact. Table 4 shows the estimated travel time reductions in 1996 with the build option. As can be seen from the table, the decrease in travel time will be less than 2 minutes for non-peak hours and less than 4 minutes for peak hours. It is not expected that this reduction in travel time will cause any substantial growth east of the project. Places such as Gresham will continue to grow whether or not the project is built.

The congestion resulting from the no-build option would tend to discourage customers from shopping along Powell Boulevard, particularly during rush hours and at major intersections.

With either option, the land use changes which have been occurring throughout the immediate impact area--some industrial development in census tract 10, additional commercial development along the arterials, increase in multi-family dwelling units and a decrease in single family dwelling units--will continue to occur.

NEIGHBORHOODS AND SOCIOECONOMIC CHARACTERISITICS OF RESIDENTS

Setting

The study area (Fig. No. 5) for the Powell project embraces, either in part or totally, several neighborhoods--Hosford-Abernethy, Brooklyn, Richmond, Kenilworth, Creston,

TABLE 4

AVERAGE SPEEDS AND TRAVEL TIMES*
S. E. Powell Boulevard
Center of Ross Island Bridge - S. E. 52nd Ave.

	Peak		Off-Peak	
	Speed (mph)	Time (minutes)	Speed (mph)	Time (minutes)
Eastbound				
Existing	18	9.4	27	6.2
1996 No-Build	13	13.0	23	7.3
1996 Build	17	9.9	27	6.2
Difference: Build minus No-Build	4	3.1	4	1.1
Westbound				
Existing	18	9.5	23	7.3
1996 No-Build	13	13.0	19	8.9
1996 Build	17	9.9	23	7.3
Difference: Build minus No-Build	4	3.1	4	1.6

*Future speeds and travel times are based on existing speed runs along Powell, estimated traffic growth and levels of service, and Figure 10.3 of the Highway Capacity Manual.

Foster-Powell, South Tabor, and Mt. Scott-Arleta. Figure 7 shows the existing boundaries of these neighborhoods as delineated by the respective neighborhood associations, which were formed in recent years to preserve neighborhood quality and their residential nature. Six of these neighborhoods have Powell Boulevard as a boundary. Only the Foster-Powell neighborhood is divided by Powell, between 53rd and 59th Avenue.

Table 5 illustrates who lives in the immediate impact area. Several socioeconomic characteristics of census tracts 8.01, 8.02, 9.01, 9.02, and 10.00, as well as the entire Portland Standard Metropolitan Statistical Area (SMSA), are presented and compared. (Note that boundaries of these census tracts do not coincide with the neighborhood boundaries--refer to Figures 5 and 7.)

In general, one can describe the residents of the area, as follows, keeping in mind that averages hide valuable differences: Compared to the SMSA

--There are more females in the area than males and the proportion is higher.

--The age distribution of the population indicates an "older" population. In particular, there is a higher percentage of young people in the 15-24 years old age group and significantly more "seniors" 65 years old and over. There are fewer children and teenagers 14 years old and younger.

--More of the residents are single, divorced or widowed.

--Educational attainment is slightly lower.

--Family income is lower. Also, the percentages of families, persons, and family heads 65 years old and over below the poverty level, as classified by the U.S. Census Bureau, is higher.

--Residential mobility (moving from one residence to another) is less, indicating people live in one residence longer.

TABLE 5

SOCIOECONOMIC CHARACTERISTICS OF THE RESIDENTS IN THE IMMEDIATE IMPACT AREA OF POWELL BOULEVARD (1970 CENSUS DATA)

Characteristic	--Census Tracts-- 8.01	8.02	9.01	9.02	10.00	Total of Tracts	SMSA
Sex (%)							
Male	44.9	45.2	45.7	44.8	48.5	45.8	48.2
Female	55.1	54.8	54.3	55.2	51.5	54.2	51.8
Age (%)							
Under 5 years	6.6	7.7	8.0	7.7	7.4	7.5	8.0
5-14	16.3	15.1	17.7	12.9	14.4	15.3	19.0
15-24	7.9	22.1	18.9	22.2	22.4	18.7	17.1
25-44	22.0	22.2	20.7	23.3	21.1	21.9	23.5
45-64	25.3	20.2	22.2	21.0	20.6	21.9	21.5
65 and over	14.0	12.7	12.4	12.8	14.0	13.2	10.8
Marital Status (%)							
Single	24.0	24.2	23.9	25.0	28.0	25.0	22.9
Married[a]	62.2	61.0	60.6	60.0	56.4	60.0	65.5
Divorced	5.2	7.7	8.3	7.9	7.8	7.4	5.3
Widowed	9.8	9.4	9.0	9.3	10.1	9.5	7.7
Education of those 25 years old and over (%)							
High School Graduate	59.2	54.5	60.3	60.9	48.4	56.7	62.9
1-3 Years of College	13.5	12.1	14.1	14.3	8.7	12.5	14.7
4 or More Years of College	6.9	7.3	5.3	12.0	6.1	7.5	12.8
Median School Years Completed	12.2	12.1	12.3	12.3	11.8	12.1	12.4
Median Family Income in 1969 ($)	$9939	9670	9230	9616	8879	--	10,463
Poverty[b] (%)							
Persons with income below the poverty level	11.3	8.8	8.5	11.9	16.5	11.4	9.7
Families classified as bpl	6.6	6.3	6.5	8.8	11.5	7.9	6.9
Percent of family heads 65 and over bpl	33.6	32.3	43.6	25.4	17.9	30.6	24.1
Minorities (%)							
Blacks	0.3	0.6	1.6	.5	1.0	0.8	2.3
Spanish Language	2.9	0.3	1.7	1.1	2.7	1.7	1.4
Persons per Household							
Average Number	2.7	2.6	2.7	2.5	2.7	2.6	2.9
Residential Mobility							
Same Residence in 1965 as 1970	56.4	52.3	51.1	44.0	45.2	49.8	46.9
Means of Transportation to Work (%)							
Private Auto							
Driver	66.7	67.0	66.2	68.0	57.4	65.1	73.1
Passenger	11.7	10.5	13.3	14.9	15.1	13.1	10.3
Bus	14.2	15.0	13.8	13.7	12.1	13.8	5.8
Walked	3.9	2.2	1.9	2.5	10.9	4.3	5.7
Other	2.1	3.0	3.6	.9	1.8	2.3	2.1
Automobiles per Household (%)							
None	16.9	19.1	18.0	16.9	22.4	18.7	13.8
1	48.5	44.0	54.1	54.8	51.5	50.6	45.8
2	27.0	26.7	22.3	24.3	22.3	24.5	33.5
3 or More	7.6	10.2	5.6	4.0	3.8	6.2	6.9

SOURCE: U.S. Department of Commerce, 1970 Census of Population and Housing, Census Tracts, Portland, Oregon-Washington, Standard Metropolitan Statistical Area. Report No. PHC(1)-165. U.S. Government Printing Office, Washington, D.C., 1972.

[a] Separated persons are included in this category.

[b] The poverty level is established by the U.S. Census Bureau and provides a range of poverty income cutoffs adjusted by such factors as family size, sex of the family head, number of children under 18 years old, and farm and non-farm residence. For example, the average poverty threshold for a non-farm family of four headed by a male was $3,745 in 1969.

--Black and Spanish language population is very low.

--More area residents ride the bus to work. Likewise, more households have no car or only one car.

Impacts

The Powell Boulevard project will have several beneficial impacts on the neighborhoods and residents in the area. Powell Boulevard already serves as a boundary between most of the neighborhoods in the area. Therefore, this project will not disrupt or separate neighborhoods except for a small portion of the Foster-Powell neighborhood. The project should reduce the amount of traffic presently using residential streets within the neighborhoods. The inability to make left turns at major cross streets encourages traffic to turn left onto minor residential streets. The left-turn lanes and signals at major intersections could decrease the need for turning elsewhere.

The improvement, in general, should improve access through the area and into the area. The proposed Waverleigh Boulevard closure at 28th Avenue will reduce the amount of traffic on that street, thus improving the residential quality for those homes along the affected portion of Waverleigh. Pedestrian safety will also be improved by the closure, since the distance across this portion of the intersection will be reduced. Other street closures are under consideration to alleviate heavy traffic flows through neighborhoods.

Landscaping for Powell Boulevard will beautify the area and improve the visual quality.

The construction period for this project will constitute a short-term, but adverse impact on the businesses, residences, and neighborhoods adjacent to Powell, as well as the traffic on Powell Boulevard. No convenient alternative detour route exists. Therefore, traffic would continue to use the facility during the construction period.

Noise, dust, vibration and congestion will increase during construction. The adverse impacts will be mitigated, in part, by staging, off-peak, and night-time scheduling of construction activities.

The No-Build Alternative would worsen already existing conditions in the area. As Powell becomes more heavily used, more traffic would turn to neighborhood streets, thus decreasing the residential quality of the neighborhoods. Pedestrian safety problems of crossing Powell would increase without provisions for safer access.

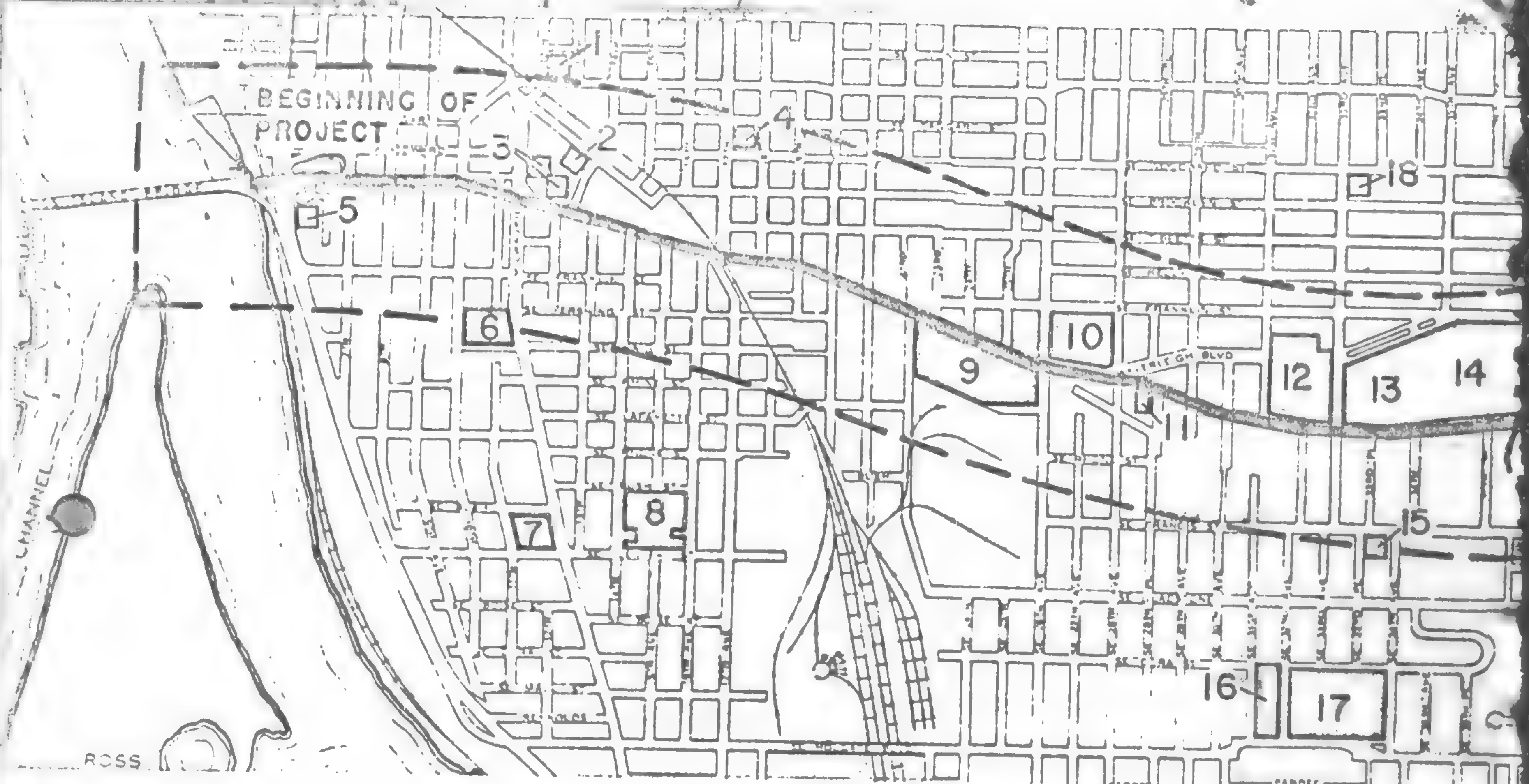
SCHOOLS AND OTHER INSTITUTIONS

Figure 8 locates and lists the major institutions--schools, churches, nonprofit organizations and public facilities in the immediate impact area of Powell Boulevard. The impact of the Powell improvement on the institutions not bordering Powell Boulevard will be minimal. Therefore, discussion herein is limited to those in the primary influence area, a "corridor" extending about four blocks on either side of Powell, and running the full length of the project section (Fig. No. 8).

Schools

Four schools border directly on the Powell Boulevard project section. These four are Cleveland High School, Creston Elementary School, St. Ignatius School, and the Parry Center for Children. Powell Boulevard crosses the school district or parish boundaries of six schools--Grout Elementary School, Creston Elementary School, Franklin High School, Cleveland High School, Sacred Heart School and St. Ignatius School.

Cleveland High School, north of Powell at 26th Avenue, is located very close to the roadway. Cleveland High Field (Elton Athletic Field) lies a few blocks to the east of the school, between 31st and 33rd



1. Buddhist Daihonzan Henjyoji Temple
2. Portland Fire Dept. Station #23
3. City of Portland Garages
4. Stone Church
5. Clemens-Hoover Residence (Circa 1890's)
6. Brooklyn Park
7. Sacred Heart Church & Sacred Heart School
8. Brooklyn School
9. Powell Park
10. Cleveland High School
11. St. Vincent de Paul Center
12. Cleveland High Field
13. Morrison Center for Youth & Family Services
14. Parry Center for Children
15. Portland Community Music Center
16. Grout School
17. Kenilworth Park
18. Waverly Heights Congregational Church
19. St. Paul Lutheran Church
20. St. Ignatius School, St. Ignatius Church and Loyola Retreat House
21. Creston Park
22. Creston School
23. Christian Research Center
24. Franklin High School
25. Clinton Park
26. Atkinson School
27. St. Mark's Lutheran Church
28. Mt. Scott Nazarene Church
29. Portland Fire Dept. Station #25

▬▬ Powell Bouleva

— — — Primary Impact

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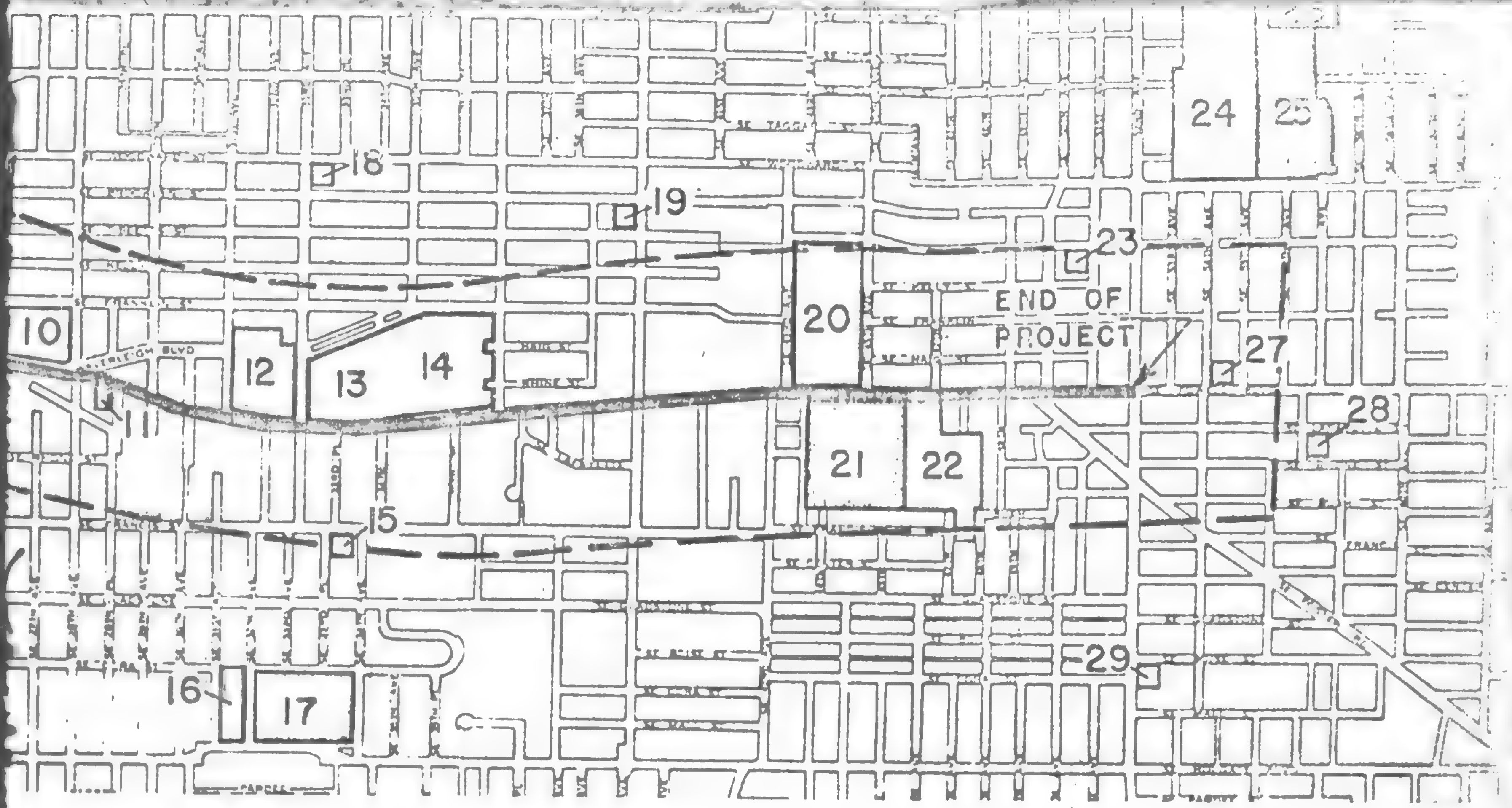
24
25
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END OF PROJECT
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17

━━━━ Powell Boulevard Project Section

– – – – Primary Impact Area (A radius of approximately four blocks from Powell Boulevard Project Section)

Park
School
n Research Center
. High School
Park
. School
's Lutheran Church
t Nazarene Church
Fire Dept. Station #25

Figure 8

INSTITUTIONS AND PUBLIC FACILITIES
ROSS ISLAND BR.-S.E. 52nd AVE.
POWELL BLVD.

avenues. The student enrollment (grades 9-12) at Cleveland High is 1,628 students (September, 1976). Enrollment at the high school has been declining, as indicated in Table 6.

The relative closeness of the high school building to Powell Boulevard has resulted in noise problems. In recent years, several of the rooms on the southside of the high school have been converted from classrooms to other purposes such as counseling offices or student government offices due to traffic noise. Being an older school (built in 1932), the school structure facing the south and the west is not insulated or ventilated sufficiently for student-staff comfort and concentration. Noise is particularly severe in rooms on those sides when it is necessary to open the windows for ventilation. The school is planning to remodel the third floor on the south and add a new ventilation system that will not require the opening of windows.

Student safety is decreased by the presence of a busy city street. About 1,100 students from Cleveland High live south of Powell Boulevard and must cross Powell daily by one mode or another to get to school (Table 7). Cleveland High School uses Powell Park, diagonally across Powell from the school, for spring and fall physical education classes and some sports activities. The student movements to the park, although accompanied by high school staff, pose a pedestrian safety problem. About 60 percent of Cleveland High School students use Tri-Met for getting to school. The bus stop on the Powell side of the school has been the scene of several minor car/student accidents, according to the principal of the high school.

Creston Elementary School, on the southside of Powell between 47th and 49th, is near the east end of the project. Like Cleveland High School, the student enrollment at this school has been declining (Table 6).

TABLE 6

PUBLIC SCHOOL ENROLLMENT TRENDS, CLEVELAND HIGH SCHOOL AND CRESTON ELEMENTARY SCHOOL

(1971 - 1976)

School Years	1971-72	1972-73	1973-74	1974-75	1975-76
Cleveland High School	1,958	1,801	1,785	1,713	1,703
Creston Elementary School	635	642	620	602	559

SOURCE: Portland Public Schools, 1976.

TABLE 7

SCHOOLS IN PRIMARY IMPACT AREA OF POWELL BOULEVARD PROJECT

School	Nature	Enrollment (Sept. 1976)	Enrollment Trend	Student Mode of Travel to School and Approx. Percentage	A of Cr
Cleveland High School	Public High School, Grades 9 through 12	1628 Students	Declining	Tri-Met, 60% Walk or Bicycle, 10% Private Car 30%	
Creston Elementary School	Public elementary school, grades kindergarten through 8	575 Students	Declining	Walk or Bicycle, 90% School Bus, 10%	
St. Ignatius School	Parochial Elementary School, Grades 1 through 8	298 Students	Stable	Walk or Bicycle, 57% Private Bus, 23% Driven in Private Auto, 17% Tri-Met, 3%	
Parry Center for Children	Non-Profit private institution for emotionally disturbed children, ages 6-15	42 Children are Housed at the Center. About 12 come in daily from the community	Stable, with proposed facility for of 36 children.	Forty-two children are Housed on-campus at the center. However, a few attend Grout Elementary School daily and walk to that school.	

SOURCE: Interviews with Principal or Director of Schools, September, 1976.

[a] In addition, Cleveland High School uses Powell Park, located southwest of the school acr Boulevard, for a physical education training field. According to Portland Parks Departm use is by about 7,800 persons, primarily in the spring and fall. These students, by necessity, cross Powell Boulevard to the field.

TABLE 7

SCHOOLS IN PRIMARY IMPACT AREA OF POWELL BOULEVARD PROJECT

	Enrollment (Sept. 1976)	Enrollment Trend	Student Mode of Travel to School and Approx. Percentage	Approximate Percentage of Student Body Who Must Cross Powell Blvd. Daily
es	1628 Students	Declining	Tri-Met, 60% Walk or Bicycle, 10% Private Car 30%	75%
ol, er- gh 8	575 Students	Declining	Walk or Bicycle, 90% School Bus, 10%	40%
e- ol, rough 8	298 Students	Stable	Walk or Bicycle, 57% Private Bus, 23% Driven in Private Auto, 17% Tri-Met, 3%	23%
ri- u- ges	42 Children are Housed at the Center. About 12 come in daily from the community	Stable, with proposed facility for of 36 children.	Forty-two children are Housed on-campus at the center. However, a few attend Grout Elementary School daily and walk to that school.	20%

ipal or Director of Schools, September, 1976.

nd High School uses Powell Park, located southwest of the school across Powell
ysical education training field. According to Portland Parks Department, this
00 persons, primarily in the spring and fall. These students, by
well Boulevard to the field.

In September, 1976, there were 575 students enrolled at Creston. About 150 of the students live north of Powell and, being an elementary school, small children are required to cross Powell. The school has established several policies for insuring safety of the children. Primary children (grades 1-3) are convoyed across the street and students are informed by the school's administration as to the best route to school. Older students in the school serve on crosswalk patrols before and after school at 52nd and Foster and 47th and Powell. The school facility is considering changing that classroom complex nearest the highway to an office building in the future.

St. Ignatius School, on the northside of Powell between 43rd and 45th, is a parochial school (grades 1-8) for the St. Ignatius Church parish. The enrollment in September, 1976, was 298 students and enrollment has fluctuated in the last few years but is stabilizing at about 300-315 students. About 70 of the students cross Powell Boulevard daily. The principal of the school stated that there were particular problems of safety for children at 43rd and Powell and 39th and Franklin due to the turning movements of cars at those locations. St. Ignatius also uses safety patrols before and after school and students are directed to cross only at patrolled areas.

The district for Grout Elementary School extends north to Franklin Street. About 50 of the 673 students enrolled at Grout in September, 1976, live north of Powell. Franklin High School, north of the east end of the project, serves a large area of Southeast Portland. About 1,000 students from Franklin High School live south of Powell. Sacred Heart School, a small parochial school south of Powell in the Brooklyn neighborhood, draws students from as far north as Division. About 35 of their students live north of Powell.

Based on present school boundaries and enrollments, about 2,400 students, in public and parochial schools, cross this section of Powell Boulevard daily to attend school.

The Parry Center for Children, between 34th and 36th Avenue north of Powell, is a private, nonprofit organization which provides a full-time residence for forty-two emotionally disturbed children. Special education classes are provided as a part of a statewide program. Another twelve children from the communities come in almost daily for treatment. Several of the children housed at the Center attend Grout Elementary School, usually walking to school. The Center is now raising funds to construct an additional building which will make it possible to provide a day treatment program for thirty-six additional students.

Other Institutions

Four churches are located in the primary impact area of the Powell improvement--St. Ignatius Roman Catholic Church at 3400 S.E. 43rd; St. Mark's Lutheran Church on Powell near S.E. 52nd Avenue; The Stone Church; and The Christian Research Center. The Portland Community Music Center, the Carl V. Morrison Center for Youth and Family Services, a St. Vincent dePaul store, P.F.D. Station No. 23, and two City of Portland garages are also in the primary impact area.

Impacts

The presence of schools close to a busy highway always pose a potential safety threat to the children and young adults crossing the highway, as well as to the highway user who must exercise caution in school areas. The Powell Boulevard project, nonetheless, should generally improve the safety of the student pedestrians by the construction of an overcrossing at the Creston School and by adding painted crosswalks and traffic islands at non-signalized intersections.

Due to a slight projected increase in traffic on 26th Avenue as a result of the project, the potential for increased pedestrian/vehicle conflicts is apparent. Students crossing 26th Avenue, from the front of Cleveland High School, to go to the parking area do not go up to the crosswalk at Powell, but cross directly instead. In that 26th Avenue is a city street, the City Traffic Bureau is monitoring the problem.

There is currently a pedestrian safety problem in moving students across Powell Boulevard to Powell Park for physical education classes and sports activities. Consequently, Cleveland High School requested that a pedestrian overcrossing be included in the project between 26th Avenue and 21st Avenue. This request was considered and it was found that the high cost of a pedestrian structure would not be justified for two reasons. The traffic signals at 26th and 21st avenues, which would be improved by the proposed project, already provide safe crosswalks for students to use. In addition, prior experience has shown that a majority of teenagers will not use pedestrian overpasses in lieu of crossing the road directly. The project may result in a slight improvement in this hazardous situation by improving the operation of the 26th Avenue intersection. Increased high school staff supervision may also be required.

Right-of-way requirements for this project would include the acquisition of a two-foot strip from the southwest corner of Cleveland High School property and a small amount of right-of-way from Creston School for the pedestrian overcrossing to be constructed at that location. These right-of-way acquisitions constitute no adverse impact on the schools.

Adverse noise levels are already affecting the south and southwest part of Cleveland High School. The Powell project would not perceptibly decrease or increase the already existing levels.

The Powell project would have minimal effects on the two churches in the corridor and the other institutions. The one exception is one of the City of Portland garages. Right-of-way acquisition would require that the front of the garage be set back approximately fifteen feet. This change would not diminish the utility of the garage.

The No-Build Alternative would lead to a worsening of the safety problem for school children in the area. The traffic on Powell would increase, thus increasing accident potential unless interim safety measures were adopted.

PARKS AND RECREATION

Setting

Of the 5 parks in the immediate impact area, only Powell Park and Creston Park are on Powell Boulevard. However, there are also two recreation areas adjoining Powell Boulevard. Cleveland High School's Elton athletic field at 31st Street and St. Ignatius School playground at 45th Street. Both of the play fields are separated from Powell Boulevard by cyclone fences.

Powell Park is 8.6 acres of gently sloping lawn and play fields, well landscaped with large trees. It is typical of small neighborhood parks. It is used by the city's organized recreation program as well as by Cleveland High School's Physical Education classes, and a large number of casual, drop-in, and spectator type users (Table No. 9).

Creston Park is 14.3 acres of wooded park in a steep sided draw just off Powell Boulevard between 43rd and 46th streets. The major attraction of the park are its swimming and wading pools. A summer arts and craft program also draws a considerable number of participants. This park with its thick stand of evergreen trees is not just a typical neighborhood park. Its unique characteristics are a combination of its natural

TABLE 8

"PARKS AND RECREATION USE SUMMARY"
Estimated Annual Use Table for 1975

CRESTON PARK	NO. OF USERS
Swimming	25,000
Summer arts and crafts program	10,400
Sports activities	2,500
Spectating	25,000
Picnicking	11,440
TOTAL	74,340
POWELL PARK	
Cleveland High School sports	7,800
PE program	25,900
Sports activities	10,500
Summer recreation programs	9,901
Spectating	20,000
TOTAL	48,201
ELTON FIELD	
Cleveland High PE	47,250
Cleveland High sports activities	15,600
Little League	?
Neighborhood playground activities	?
Neighborhood joggers	?
TOTAL	62,850+
ST. IGNATIUS PLAYGROUND	
School play activities (for 22 weeks)	27,500
Neighborhood playground	?
TOTAL	27,500+

setting, good landscaping, variety of activities, and a well maintained look. Creston Park also has a large parking lot on its west side with access off 42nd Street.

The 5.2 acres of Elton athletic field are used for a variety of sports activities including football, soccer, track and field events, little league baseball, a neighborhood play field and as a jogging track for physical fitness enthusiasts. Cleveland High School P.E. classes use the field 12 weeks in the fall and 9 weeks in the spring (Table No. 8).

Saint Ignatius School playground is about 3 acres and substitutes as a parking lot for the church on Sundays. It's used for school play activities about 12 weeks in fall and 10 weeks in spring plus other times as weather permits. Neighborhood children use it on weekends and during the summer.

Impacts

In order to maintain parking for Powell Park (there are currently no off-street parking facilities), the existing sidewalk along Powell Boulevard will have to be removed and a parking lane put in its place. The consequence of this substitution is that adequate room for a new sidewalk, fronting Powell Park and within highway right-of-way, is not available without an expensive right-of-way acquisition to the north and a highway realignment. Since a sidewalk is both a compatible use of park land and desirable to Powell Park, the City of Portland Parks Bureau has requested that a sidewalk, partially encroaching on park property by easement, be included as a requirement in the project. The new parking lane, to be constructed under the build alternative, will also remove 6 trees which exist on highway right-of-way fronting the park. Additional trees, to be planted on park property, have also been requested by the Parks Bureau, and will be included in this project. The project will not result in the loss of any park land.

Creston Park will be positively impacted by the project with the inclusion of striping the park's existing parking lot to assist in a more orderly parking of cars and buses now parking in a random fashion.

HISTORIC AND
ARCHEOLOGIC
RESOURCES

Setting

The Powell Boulevard Project Area contains no properties which are listed on the National Register of Historic Places.

The Poulson Residence at 3040 S.E. McLoughlin is an outstanding Queen Anne style home, circa 1890, which has been designated a Portland Historical Landmark Building. The Portland Historical Landmarks Commission listed the property in 1973.

This home is one of two twin structures built at the same time on the north and south sides of the Ross Island Bridge. Both were owned by the Inman-Poulson Lumber Company, and Robert D. Inman lived in the home to the north, which has since been removed. The remaining house was the residence of Johan Poulson, followed by William J. Clemens, a Portland insurance broker at the turn of the century, and subsequently by A.A. Hoover, known as "The Doughnut King" for his extensive bakery operation.

The four-story home features a large bay window showing fine carpentry decoration, and a prominent turret with open balcony. Leaded glass, patterned shingles and sculptured window detail are used extensively with authentic Victorian motif. The building is structurally sound but in need of repair.

The Poulson House has been nominated for National Register listing by the State Historic Preservation Office, and is currently on the Statewide Inventory of Historic Sites and Buildings. The property was recently sold and is currently being renovated.

The only other building of obvious 19th Century architecture along the Powell corridor is a three-story apartment building at 2644 S.E. Powell. This frame structure is of Victorian style, circa 1880, but is in poor condition and cannot be considered currently eligible for National Register consideration.

The Parry Center for Children is located at 3415 S.E. Powell and has historic value as an institution, having been established as an orphanage in 1867. The Powell site is not the original location, however, and the buildings currently being used were not constructed until 1925-1926.

The Portland Community Music Center, another Portland Historical Landmark Building, is located approximately a block from the corridor at 3350 S.E. Francis Street. This property would not be in or adjacent to the proposed alignment.

This unique building is a valuable property historically and architecturally, having been constructed in 1912 as a city fire station to house horse drawn engines and hose carts. Architects Emil Schact and Son used an English Tudor style with a tower designed for hanging long fire hoses to dry. The structure is in excellent condition and still in use by the city as a music center.

No known archeological sites exist in the Powell Boulevard project, and any ground used in this project has been previously disturbed by construction and urban development.

Impacts

The Powell Boulevard project will not adversely affect the Poulson Residence. Neither the grounds nor the adjacent sidewalk will be disturbed by construction. Access from Sixth Street would remain unchanged, but direct access to the property from Powell Boulevard would be removed by the approach ramp on McLoughlin. Noise levels caused by traffic on Powell would not be greater than those now apparent at this location. Since the property is on a knoll above the street, the view of the house would not be altered by construction.

No additional right-of-way is being taken from in front of the apartment house at 2644 S.E. Powell.

The historic importance of the Parry Center for Children is related to its existence as an institution. Project construction will have no adverse effect on its continued operation.

The Portland Community Music Center is sufficient distance from the project to be unaffected by construction.

Since there are no known archeological sites in the project area and ground has already been severely disturbed by development, construction of the Powell Boulevard project will have no impact on these resources.

Record of Coordination and Mitigation

The Oregon State Historic Preservation Office was contacted to determine whether the Powell corridor contained any properties which were listed, nominated or eligible for the National Register or on the Statewide Inventory of Historic Sites and Buildings.

A field survey was conducted in the Powell Project area to locate any known historic sites of buildings of local historic significance. The Portland Landmarks Commission Office and the Oregon Historical Society provided information on the Poulson Residence.

Mitigation measures are unnecessary since no properties of historic or archeological significance will be adversely affect by the Powell Boulevard project.

AESTHETIC CONSIDERATIONS

One of the four principal objectives for the Powell Boulevard project is the improvement of the corridor's visual quality.

Currently, Powell Boulevard is typified by a diversity of concentrated land use. Commercial activity is maximal and is integrated with single and multi-family residences, industrial and public service buildings, and schools. The only open space relief is that provided by the school facilities and the parks.

Actually, the only point of total departure from the complex mixture of land usage is the underpass at 17th. The excessive visual stimuli experienced when driving on Powell Boulevard is accentuated by the number of signs, overhead utilities, on-street parking, deteriorating buildings, and traffic congestion. All of these elements and related activity combine to produce disorder and resultant confusion and anxiety for the road user.

The natural atmosphere provided by trees and open spaces adds relief to the current disarray experienced on Powell Boulevard. The proposed removal of mature maple trees adjacent to Powell Park and to the Parry Center can be considered a negative visual impact. However, because there are additional trees and vegetation on these premises, the impact is moderate and could be further mitigated by supplementary planting and landscaping.

Unfortunately, the most significant, historic structure on the project, the Poulson House, has already suffered encroachment. Its location--on the corner of Powell and McLoughlin boulevards, adjacent to the Ross Island Bridge--and the excessive visual stimuli in the vicinty allow the driver only a cursory glance at the old Victorian home. If the Powell Boulevard project is constructed, there will be resulting visual impact on the Poulson House.

Cleveland High School, a two-tone brick building built in 1932 on the northeast corner of Powell and 26th, is of definite aesthetic interest, and the stoplignt at that intersection allows for appreciation of the building. The impact of the project on Cleveland High School is similar to that of the Poulson House; the impact is negligible. Unless the visual stimuli, distinctive of strip development, are reduced, confusion would continue to lessen the positive aesthetic values.

The Portland City Garage with its ivy-covered brick exterior is an interesting deviation from the conglomeration of commercial buildings present along Powell. Approximately 15 feet would be taken from the front of the building. Mitigation could include the construction of another brick front and an attempt to hasten regrowth of the ivy cover.

The Powell Boulevard project would be accompanied by landscaping, as appropriate. Any additional landscaping would positively impact the overall aesthetics on Powell.

On-street parking would be removed with the construction of a left-turn lane on Powell. Due to the activity generated and the congestion associated with on-street parking, its removal would be a visual improvement.

Regardless of mitigative measures undertaken by the Highway Division for aesthetic improvement of Powell Boulevard in conjunction with this project, there would be little noticeable improvement along the Boulevard until a sign code is developed and enforced by the City of Portland. The large size and myriad number of the signs along Powell would continue to disturb the onlooker. There are, at present, 18 billboards between McLoughlin and 52nd which are viewed by the motorist driving in an easterly direction; and 19 if driving west. With such diversity and abundance of signs, it is difficult for the viewer to ascertain the services which are available.

At this time, only those signs which impair or interfere with pedestrian or vehicle safety are strictly regulated. There is a sign zone regulation effective from the Ross Island Bridge to 8th Street. Billboards are prohibited in this zone. On-premises signs within 100 feet of the roadway are restricted to a maximum of 100 sq. feet. If signs are more than 100 feet from the roadway, the sign can be as large as 250 sq. feet.

The Sign Review Committee for the City of Portland desires, and is currently considering, a change in the zoning code for all of the city of Portland comparable to that recently in effect for the core area of Portland. If these sign regulations should become effective in the future, the aesthetics of Powell Boulevard and the desirability of the area for shopping should improve.

Overhead utilities are another eyesore increasing confusion along Powell Boulevard. There is currently a plan to consolidate utility poles. The telephone poles will be eliminated and joint use of the electric service poles will occur. Currently the power poles are located every 100 feet, but with the construction of Powell Boulevard, half of the utility poles will be removed, with the poles located a minimum of every 200 feet. This is aesthetically, therefore, a positive impact of the project. Certainly, full underground utilities is the optimal alternative, but if this is not feasible, consolidation would significantly help the situation.

The westbound traveler on Powell Boulevard has a view of the west hills near 42nd and a partial view of the Portland city center near 29th. Again, the signs and utililty poles virtually eliminate the view. Near 29th, a natural gas storage tank dominates the landscape. An attractive paint treatment of the utilitarian facilities, such as the natural gas tanks near McLoughlin would improve the cityscape.

In summary, the construction of Powell Boulevard would probably lead to an improvement of the cityscape. The only significant negative impact is the removal of the 17 maples trees, which help to screen Powell Park and the Parry Center from the activity on Powell Boulevard. There will be little visual impact, if any, on the Poulson House and Cleveland High School, both of which are interesting and aesthetically pleasing in architectural style. The impact of right-of-way taking from the Portland City Garage is not significant enough to offset the positive impacts of the improved boulevard. Additional landscaping along Powell will be an improvement. Removal of on-steet parking will be beneficial to the aesthetic improvement of Powell, because it will alleviate a portion of the activity and congestion.

PEDESTRIAN SAFETY, ACCESSIBILITY AND EMERGENCY SERVICES

Pedestrian safety is a problem at present on Powell Boulevard. The area has a high percentage of seniors, 65 years old and over, who frequently walk or use mass transit. Two public schools, a Catholic elementary school, and a private school for emotionally disturbed children border Powell. Likewise, two city parks and the Cleveland High Field draw pedestrians to Powell Boulevard. Recent pedestrian use counts were made at seven locations along Powell, substantiating that there is high pedestrian use in the area.

The Powell project includes changes that would improve the access and safety of pedestrians crossing the facility. The widening of the facility by the removal of parking, creation of a left-turn lane, and addition of right-turn lanes at major intersections will increase the distance and consequently the time required to cross Powell. Also, an anticipated increase in vehicular speed on Powell resulting from better traffic flow may have a detrimental effect on pedestrian crossings. However, the improvements proposed for pedestrians will offset the above effects. An overcrossing of Powell is proposed at the Creston School area. This overcrossing would particularly benefit students at Creston and St. Ignatius schools. A pedestrian overcrossing between 8th and 9th avenues will also be included in the project. Crossing of Powell at that location is presently hazardous due to the street grade and speed of vehicles coming off the Ross Island Bridge.

Pedestrian island installation with painted crosswalks would be added at the non-signalized intersections at 13th, 24th, 28th, 31st, 35th, 36th and 45th avenues. The installation of the islands would allow pedestrians to watch for traffic in only one direction at a time while crossing. The installation of these islands will also result in a trade-off in vehicle travel safety by being potential roadway obstacles. The safety benefits are expected to significantly outweigh the adverse impacts, however.

With the build option, there will be improvements in vehicular safety and decreases in the accident rate. This is discussed more extensively in the traffic safety analysis. While there would be adverse impacts to businesses along Powell Boulevard from acquisition of right-of-way and removal of parking, this will be at least partially offset by the increase in accessibility and improvements in safety. Customers who without a left-turn lane are reluctant to cross Powell Boulevard to enter business locations may now tend to do so. More comparison shopping is done along an arterial which is safer. It is difficult if not impossible to ascertain the extent of the increase in sales from this safety and accessibility improvement.

With the no-build option, these improvements in safety and accessibility would not occur. Powell Boulevard would become more congested and the costs from the high accident rate would remain substantial.

Fire protection for the immediate impact area of the project is provided by the Portland Fire Department. Fire Station No. 23 is located one block north of Powell on 13th Place and Gideon Street. Fire Station No. 25 is eight blocks south of Powell on 52nd Avenue and Boise Street. Supplemental equipment is available at other stations in Southeast Portland.

The East Precinct of the Portland Police Department, with Districts 721, 722, and 731 in the project area, provide police protection.

Several private ambulance services operate in the area. No hospitals are in the immediate impact area.

The Powell project will have a beneficial impact on the quality of emergency services for the area. The street improvement will provide greater mobility for the vehicles involved. Access for these services to the area will be safer and more rapid, thus increasing the availability of these services. The No-Build Alternative would lead to a decrease in the level of service of Powell Boulevard and would reduce the speed, safety and ease with which emergency services could respond in or to the area.

RIGHT-OF-WAY IMPACTS

Business Property Acquisition

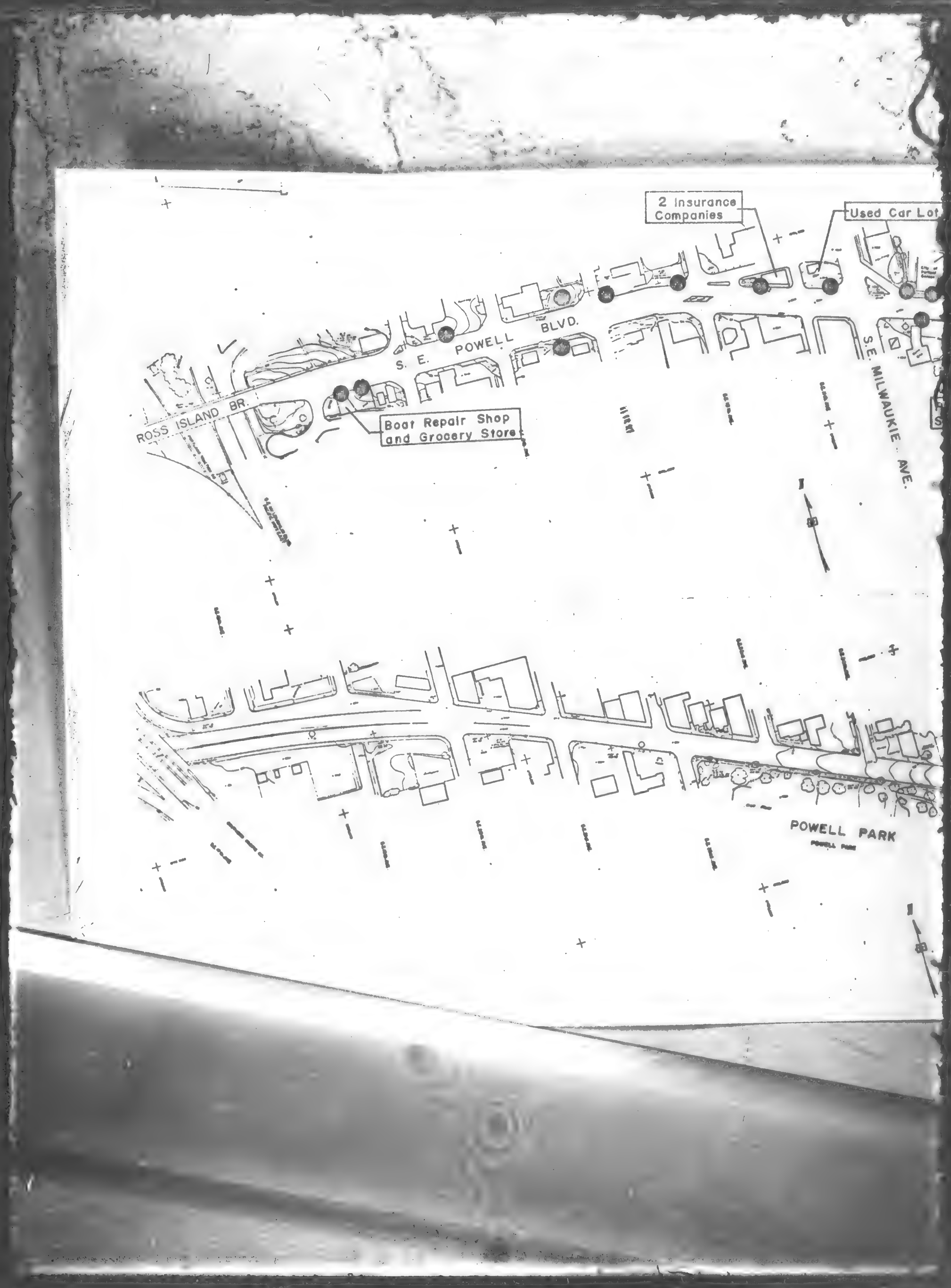
The project will result in 10 businesses, 2 vacant commercial spaces, and a city garage being heavily impacted or displaced. The locations of these establishments are shown in Figure 9; the impacts on each business are discussed in the following.

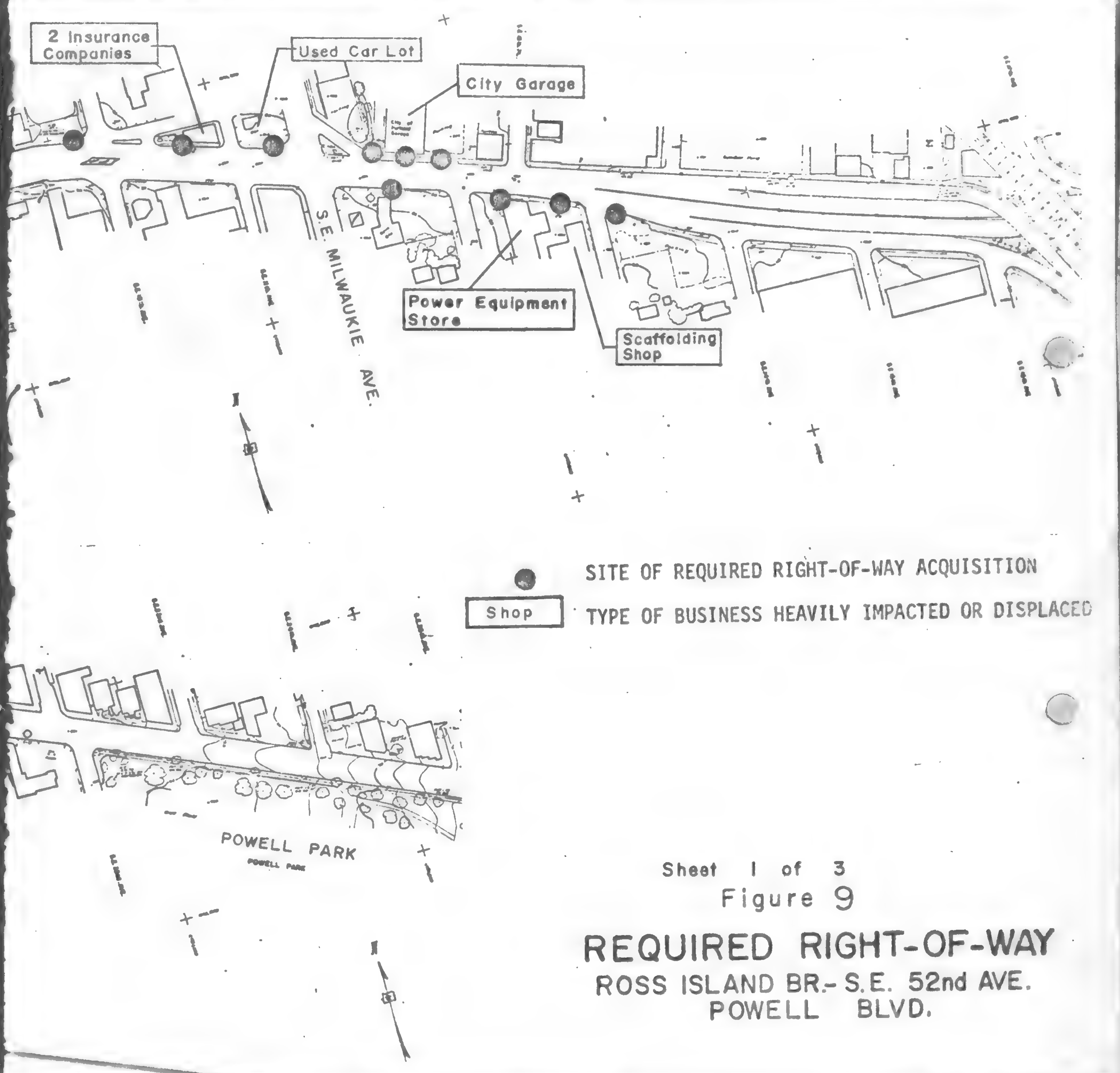
A boat repair shop and grocery store, located west of 6th Avenue, will lose vehicular access to Powell because of the modified off-ramp from McLoughlin Boulevard to Powell Boulevard. The grocery store is highway oriented, although some of its business comes from residents south of Powell Boulevard. As a result of the loss of access, this part of the business will be severely impacted and may be forced to terminate operations. The other part of the firm, the marine or boat repair, is less dependent upon access to the arterial and might not be as severely impacted. Nevertheless, this operation will probably experience a loss in sales as a result of the lack of vehicular access onto the arterial.

Two insurance companies, which are located in a building on the northside of Powell Boulevard at 11th Avenue, will be displaced. At least one of these firms has been at this location for almost 30 years. A third related business recently vacated this building, leaving vacant office space. These businesses are likely to relocate within the southeast area.

Next to them is a small used car lot which will be displaced. The business owner would try to find a replacement site in the vicinity.

The project will require part of a power equipment sales and service center on the corner of 12th Avenue. This business would like to continue operations in a modified building rather than move to another location.

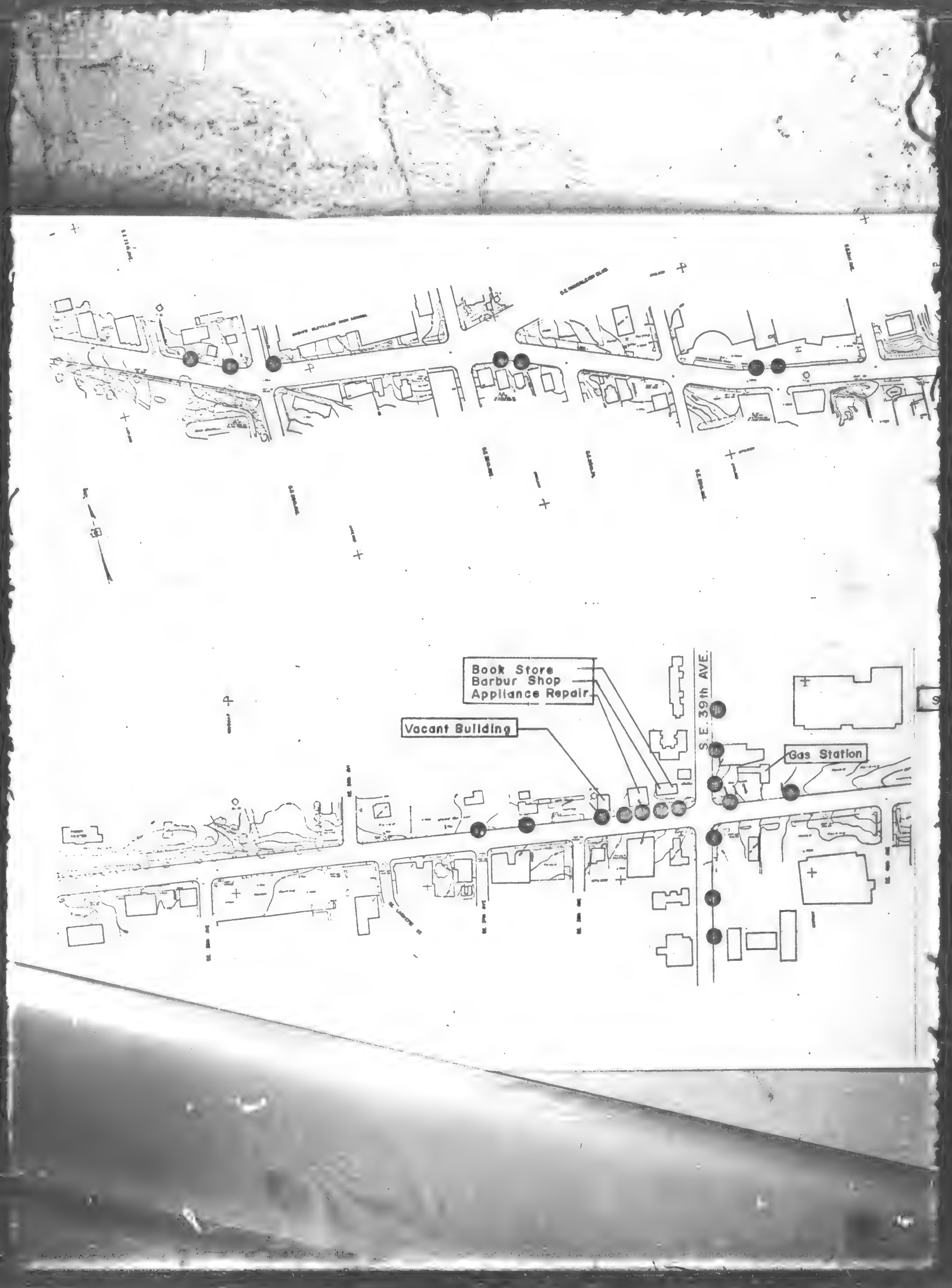

2 Insurance Companies
Used Car Lot
S. E. POWELL BLVD.
ROSS ISLAND BR.
Boat Repair Shop and Grocery Store
S.E. MILWAUKIE AVE.
POWELL PARK

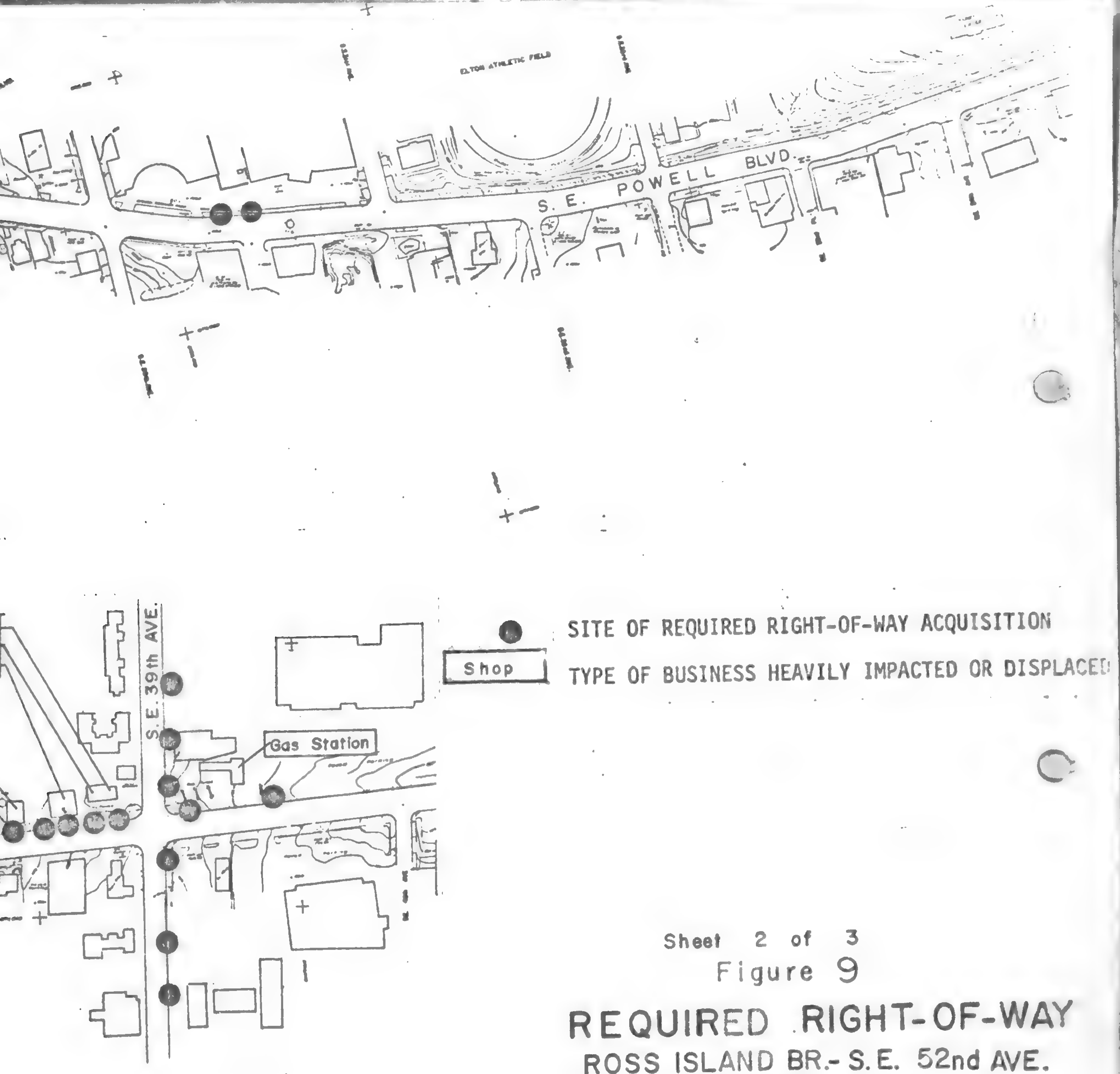

2 Insurance Companies
Used Car Lot
City Garage
S.E. MILWAUKIE AVE.
Power Equipment Store
Scaffolding Shop
● SITE OF REQUIRED RIGHT-OF-WAY ACQUISITION
Shop TYPE OF BUSINESS HEAVILY IMPACTED OR DISPLACED
POWELL PARK

Sheet 1 of 3

Figure 9

REQUIRED RIGHT-OF-WAY
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.


Book Store
Barbur Shop
Appliance Repair
Vacant Building
S.E. 39th AVE.
Gas Station

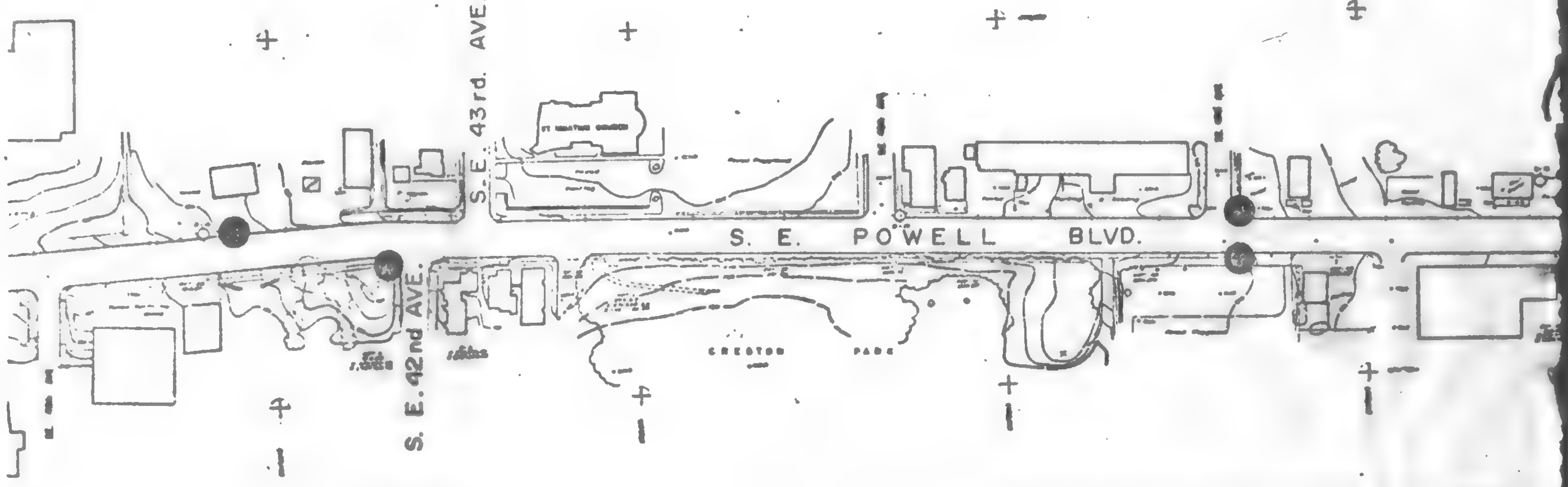

ELTON ATHLETIC FIELD
S.E. POWELL BLVD
S.E. 39th AVE.
Gas Station
● SITE OF REQUIRED RIGHT-OF-WAY ACQUISITION
Shop TYPE OF BUSINESS HEAVILY IMPACTED OR DISPLACED

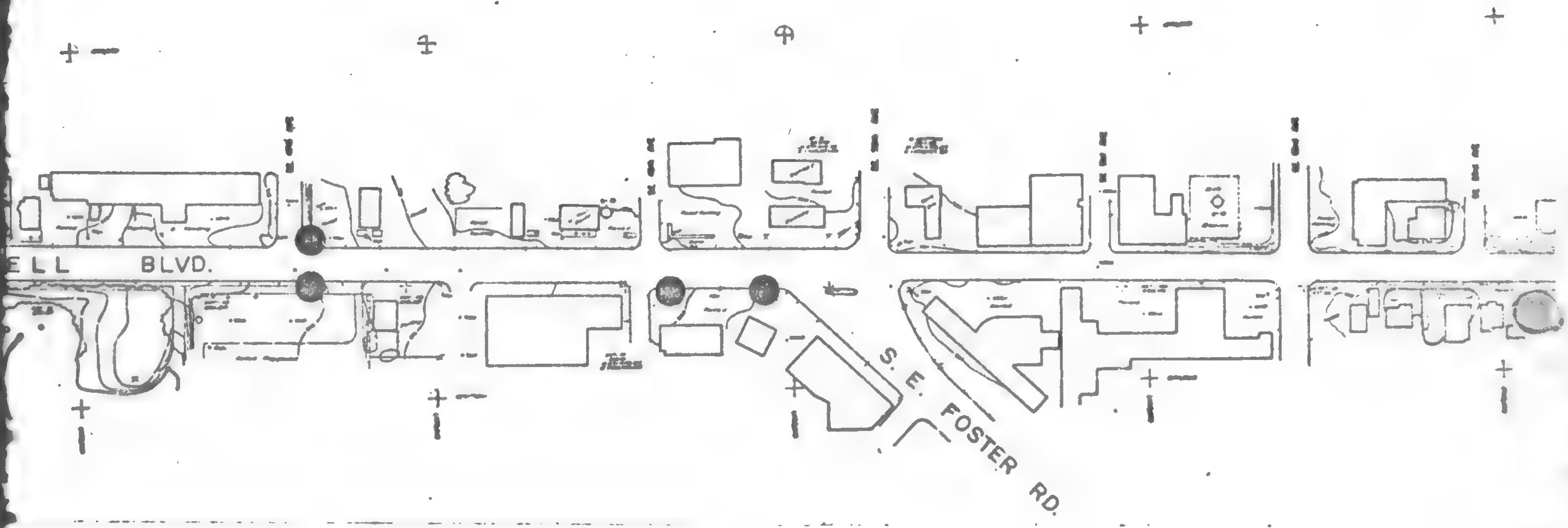
Sheet 2 of 3

Figure 9

REQUIRED RIGHT-OF-WAY

ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.


S. E. 43rd. AVE.
S. E. POWELL BLVD.
S. E. 42nd AVE.
CRESTON PARK


ELL BLVD.
S.E. FOSTER RD.

● SITE OF REQUIRED RIGHT-OF-WAY ACQUISITION

Shop TYPE OF BUSINESS HEAVILY IMPACTED OR DISPLACED

Sheet 3 of 3
Figure 9

REQUIRED RIGHT-OF-WAY
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

Next to the power equipment center is a scaffolding operation. Right-of-way requirements include the acquisition of a portion of their storage structure. Their operations are fairly compact and the removal of the storage area may require the firm to move to a new location.

Four businesses will be substantially impacted by the project at 39th Avenue and Powell Boulevard. The draft negative declaration indicated five businesses, however, a finance company, located at 38th and Powell, has subsequently moved, leaving a vacant commercial building. The front portion of this building will have to be removed.

The front part of a used appliance sales and parts store will have to be removed. The manager was previously displaced by the railroad undercrossing project at 17th Avenue and Powell Boulevard. He then moved onto Milwaukie Avenue south of Powell Boulevard but found he had a substantial loss in sales. As a result, he moved back onto Powell Boulevard.

The project will remove off-street parking in front of the building containing the barber shop and the book and coin store and may require removal of the buildings themselves. The owner of the barber shop has been there a number of years and would prefer remaining in the immediate area. The book and coin store just recently located in the area, replacing a clothing store. The manager has indicated that this is a good location for them, but if displaced, the store would most likely be relocated out of the Portland area.

The gas station on the northeast corner of this intersection will be severely encroached upon by the project. It is not certain whether the managers could relocate on the remaining land. They have stated they would definitely not want to move from this location.

One gas station, located at the southeast corner of 39th and Powell, would have one pump island removed. This should have only a marginal effect on the station's operation.

The front of the City of Portland Garage will have to be set back approximately fifteen feet. This change is not expected to diminish the utility of the garage.

From the contact with the businesses in September and October, 1976, it was estimated that approximately 40 employees would be displaced. This figure would depend upon the number of businesses which would decide to move elsewhere; if nearly all firms move elsewhere, then the figure would be close to 40.

In 1972, the Oregon State Highway Division, the City of Portland and the Southern Pacific Railroad financed the construction of an underpass at 17th Street and Powell Boulevard. The project displaced 15 businesses.

In February, 1977, an Oregon State Highway Division staff member interviewed eight of these businesses in order to determine any unique problems which they may have experienced during the displacement.

Only 9 of the 15 affected businesses actually relocated. One has since changed ownership and the new owner was unfamiliar with the relocation problems of his firm and was not interviewed. Four businesses terminated operations. One business, Safeway Stores, Inc., consolidated its operations at its other sites in Southeast Portland; in that they did not actually relocate, they were not interviewed. Two businesses were only partially affected and did not move.

The names of the interviewed businesses as well as their old and new addresses are given below.

Name and Location of Businesses Interviewed

Name	Old Address	New Address
Browns Radiator Shop	1100 S.E. Powell	3318 S.E. 16th
Byland's Used Cars	1516 S.E. Powell	1105 S.E. Powell
Columbia Ladder Co.	1545 S.E. Powell	1509 S.E. Powell
Guaranteed Appliance	1930 S.E. Powell	3839 S.E. Powell
Lowell's Print-In	1225 S.E. Powell	3303 S.E. Milwaukie
Tiller Enterprises	1504 S.E. Powell	1673 S.E. 6th
Whizburger, Inc.	1330 S.E. Powell	2114 S.E. Powell
Woody Froom Tire Co.	1750 S.E. Powell	4601 S.E. Powell

As shown above, all eight businesses relocated in southeast Portland. Five were re-established along Powell Boulevard. Nearly all these businesses reported that relocating on or near Powell Boulevard was one of the prime determinants in selecting a new location. Those contacted at five of the businesses felt that the relocation benefits were adequate; two did not. One business required costly changes at its new site which were not completely covered by the relocation payments. Five felt there were advantages at their new sites, including a larger building and adequate parking. Five also found disadvantages at their new sites, including lack of access and higher operating expenses. Four stated that their sales increased; three of these had relocated along Powell. Two businesses experienced a decrease in sales and two had no change in their revenue.

The results suggest that the majority of businesses which relocate because of the proposed Powell improvement will probably try to do so along Powell Boulevard. This is particularly true of those firms which are identified as operating on that street. If unable to relocate along Powell Boulevard, most of the firms might attempt to relocate within the immediate area. Although the evidence is not conclusive, it may be that businesses which are re-established along Powell Boulevard do better than those which relocate to other streets. This is supported by the statements of one business owner who initially relocated on another street. After serious declines in business, he chose to move back onto Powell. Sensitivity to such location issues on the part of relocation personnel can help smooth the relocation process for displaced businesses and perhaps help to assure continued business success.

Successful relocation depends upon a variety of factors. Businesses which have most trouble relocating are small, neighborhood-type firms which have a small trade area. Firms in manufacturing, wholesale, and construction categories have a better success rate in relocating. For these businesses, the following non-monetary assistance is or can be provided:

1. Early contact by the Highway Division will be made with the potential displacee explaining relocation procedures and available assistance. If the build option is chosen, the Highway Division will again make personal contact with each of the businesses displaced.
2. Expert advice can be obtained from businesses and financial organizations to help on the relocation process. This would include aid in areas such as site selection, financing arrangements, and contracting with the mover. The Oregon State Highway Division maintains a list of available commercial properties within the

Portland urban area. The relocation staff supplements the information by directly contacting real estate brokers who specialize in this field. Relocation advisory assistance is also provided by the Portland Economic Development Committee, Inc., (PEDC). This nonprofit local governmental agency has been organized to assist firms to relocate and give other types of consulting advice to businesses. Funding is provided by the Economic Development Administration of the Department of Commerce.

3. The Oregon State Highway Division can aid the displacee in finding legal advice and counsel. While the Oregon State Highway Division does not provide legal aid per se, it is able to advise the firm as to the type and extent of legal services it may require. This is important if the firm wishes to change from a proprietorship partnership to a corporation, or if it wants to relocate jointly with several other firms. The latter is particularly applicable since some firms may want to relocate together along Powell Boulevard. Legal help may also be necessary to obtain the necessary zoning change at a relocation site, or for licenses or permits at the new site.

In addition to non-monetary assistance, monetary compensation is also given displaced or damaged businesses for acquisition of land and improvements, moving costs, and other items. A summary of these benefits is provided in Appendix I to this report.

Residential Property Acquisition

No households would be displaced. About two hundred square feet would be required from the lots of two presently vacant single family dwelling units on the southside of Powell Boulevard between 28th Avenue and 28th Place. This will not affect their access. Approximately two hundred square feet will also be required from the frontage of an apartment complex on 39th Avenue. This will not have a significant effect on the complex. Access would be removed from the residence on the southside of Powell Boulevard between McLoughlin Boulevard and 7th Avenue.

Total Properties Affected and Tax Loss

Altogether 55 different tax lots will be affected by right-of-way. For most lots, the amount of right-of-way required is small. The total amount required is about 1.4 acres. A reduction in the tax base of approximately $300,000 is expected. This will have a negligible effect on Portland's tax base, which is $5 billion, and would be offset by the increase in value of businesses from increased accessibility.

There would be no displacement, relocation or tax loss with the no-build alternative.

To minimize adverse impacts, both monetary and non-monetary assistance will be provided to businesses as compensation for the acquisition of right-of-way.

PARKING REMOVAL IMPACTS In order to put in a continuous left-turn refuge, removal of on-street parking will be necessary along the entire project except for the area along Powell Park on the southside of Powell Boulevard. This will entail the removal of about 65 parking spaces on the northside and about 162 spaces from the southside of Powell Boulevard. In addition, there will be 29 off-street parking spaces removed. Although the conversion of this parking to highway does not involve substantial acreage, it could result in additional land use converstions, i.e., residential and commercial to industrial.

Businesses which have customers who park on Powell to shop may be adversely affected through loss of sales by the removal of parking, particularly those which have no off-street parking. There are several businesses which appear to be marginal and any adverse impacts such as the removal of parking may cause them to terminate operations. Businesses which may be substantially affected by the removal of parking are those along the northside of Powell Boulevard from 20th Avenue to 22nd Avenue. Between 20th Avenue and 21st Avenue there is a musical instruments sales store as well as a furniture and appliance sales store. The furniture and appliance sales store has a parking lot; much of it currently is being used for storage and only a portion for parking. The storage area could easily be converted back into parking for about 8 motor vehicles.

On the next block are located 2 curio/antique shops and a transmission repair shop. These businesses do not have off-street parking.

Between 22nd Avenue and 23rd Avenue are a mattress warehouse, a barber shop and two apartment complexes.

It is possible that some or all of these businesses would be adversely affected by the removal of on-street parking.

Some small businesses which are forced to terminate because of lack of parking may sell or lease their property to other businesses which can operate without off-street parking.

According to current federal and state regulations, the Oregon State Highway Division is not required to compensate adjacent property owners for removal of on-street parking.

Under the no-build option, there would be no removal of parking from Powell Boulevard. However, the City of Portland may decide to remove parking for certain parts of Powell Boulevard between the Ross Island Bridge and 50th Avenue.

AIR QUALITY IMPACTS

Methodology

The proposed project meets the warrants established in OAR Chapter 340, Rules for Indirect Sources, Section 20-115(2)(a)(B) as adopted on July 30, 1976.

> "All Indirect Sources meeting the criteria of this subsection relative to type, location, size and operation are required to apply for an Indirect Source Construction Permit:
>
> "The following sources in or within five (5) miles of the municipal boundaries of ... Portland:
>
> "Any Highway Section being proposed for construction with an anticipated annual average daily traffic volume of 20,000 or more motor vehicles per day within ten years after completion, or being modified so that the annual average daily traffic on that Highway Section will be increased to 20,000 or more motor vehicles per day or will be increased by 10,000 or more motor vehicles per day within ten years after completion."

In accordance with subsections 340-20-129(1)(d)(E) and (F), it was determined that the year 1980 would be the year in which the potential maximum air quality impact would occur. This determination was made using traffic volumes, speeds and truck percentages for each alternative in each study year from 1976 through 2000. Emission factors for carbon monoxide and lead were multiplied by each traffic volume. The highest resulting value indicated the year of maximum impact. Pollutant emission factors used in this and other predictions in this analysis, were calculated using the Oregon State Highway Division computer program, ALTEF, which employ s the methodology outlined by the Environmental Protection Agency in their publication, Supplement No. 5 For Compilation of Air Pollutant Emission Factors, (AP-42) Second Edition; December, 1975.

In order to assess local carbon monoxide impacts, the computer prediction models AIRPOL4A[1] and EXPLOR[2] were utilized. An assessment of regional air quality has been based on the computer program TOTALEM2[3].

Climate

The Portland area climate is fairly typical of conditions in the Willamette Valley. The weather is usually mild during both the summer and winter months. This climate, according to the study for I-205[4], is produced by marine air from the Pacific Ocean and the effects of the Coast Mountain Range 30 miles to the west. The Coast Range extracts much of the moisture from the marine air. This air is much drier by the time it reaches Portland. The Coast Range also protects

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1. Carpenter, Wm. A., et. al.; AIRPOL-4A, An Introduction and User's Guide; Virginia Highway & Transportation Research Council; February, 1976.
2. Systems, Science and Software; The S^3 EXPLOR Code; Report No. SSS-P-73-16[illegible], 1973.
3. A computer program which calculates the total annual U.S. tons of the three major automotive pollutants, carbon monoxide, hydrocarbons and nitrogen oxides, based on the total vehicle miles of travel in the study area and the respective pollutant emission factors obtained from ALTEF (AP-42).
4. Oregon Department of Transportation; I-205 Draft Environmental Impact Statement; October, 1972.

the city from the more severe effects of winter storms moving in from the Pacific. The Cascade Range to the east acts as a barrier to the continental air masses of the interior Columbia Basin.

The average rainfall in the Portland area is 44 inches per year, with the greatest amount of precipitation occurring during the winter months. Approximately 88 percent of the annual rainfall occurs from October through May while the months of June and September account for nine percent and July through August receives three percent. Precipitation is primarily light and heavy rains are infrequent. Violent storms and measurable snowfall are also infrequent.

The marine air mass produces a mild climate with few temperature extremes in winter or summer. The few extremes of hot or cold temperatures that do occur are associated with an occasional push of continental air from the east through the Columbia Gorge. Normal winter temperatures generally range from highs in the upper 40's to lows in the mid-30's. Normal summer temperatures range from highs in the upper 70's to lows in the mid-50's. On the average, four days a year have temperatures below freezing, and only nine days have temperatures of 90 degrees or higher.

The Coast and Cascade Ranges effectively act as walls for the Willamette Basin. These walls prohibit low level wind movements and occasionally have a channelling effect on winds, which is an important mechanism for dispersing pollutants. These gorge winds at times bring pollutants up the Willamette Valley. Inversions act as a lid on the lower valley air resulting in a build up of pollutants. The inversions occur as frequently as nine out of ten nights during the late summer, fall and winter, and usually last half of the day. Topography and climate combine to produce a high air pollution potential in the Portland Area.

Existing Air Quality

An air sampling program in the vicinity of Powell Boulevard was conducted from October 25, 1972, through January, 1973, as part of the Environmental Study of the Mt. Hood Freeway[5]. The study concluded that: "Present air quality is marginal in many areas of the corridor for carbon monoxide, particulate and lead. Hydrocarbon and oxidant levels are estimated to exceed Federal standards. Oxides of nitrogen are in compliance with standards." The conclusions reached on lead concentrations were based on an assumed standard of 1.5 ug/m^3 as averaged over 30 days. A standard of 3.0 ug/m^3 has since been adopted by the Department of Environmental Quality. A decrease in total suspended particulates since 1972 has also been noted by DEQ. The 1974 annual geometric mean ranged from 60 ug/m^3 on the east side of the project study area to 70 ug/m^3 on the west.

Assumptions Regarding Emission Factor Calculations

Ambient Air Temperature--Pollutant emission factors used in the total emissions were calculated using an ambient air temperature of 55°F (annual mean). Local concentrations of carbon monoxide, found to be higher in the fall and early winter months, were predicted assuming a temperature of 40°F.

Cold Start Operation--At the time the original air quality report was written for inclusion in the Draft Negative Declaration, work on the calculation of a cold start percentage was still in progress. For this reason, two scenarios were considered in determining local carbon monoxide concentrations. Since the change in the carbon monoxide emission factor is linear with respect to a change in the percent of cold start operation, two cold start percentages were assumed, one thought to be below the actual value and the other above. A report from the Oregon Department of Transportation, Planning Section has indicated that the cold start percentage for this project should be approximately 29 percent[6].

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[5] Oregon Department of Transportation; I-80N Environmental Study Air Quality Analysis Technical Supplement; January, 1974.

Continued Use of Catalytic Convertors--Emission factors used in this report were based on the assumption that catalytic convertors would be required on all future vehicles. This assumption maximizes the carbon monoxide emission factor when considering the high percentage of vehicles operating in a cold start condition[7].

Vehicle Speed--Emission factors used in this analysis were calculated using vehicle travel speeds, or that speed which represents the distance between two points divided by the total travel time, including stops, acceleration and deceleration. The methodology outlined by EPA is applicable to the calculation of emission factors at steady state, or constant speeds. For carbon monoxide (and hydrocarbons) the magnitude of the emission factor is inversly proportional to the steady state vehicle speed, that is, higher speeds are associated with lower emissions. This relationship, however, does not consider the effects of acceleration from one steady state speed to another. The speed of the vehicle prior to acceleration and the rate of acceleration are extremely critical in determining actual pollutant emissions.

6. Oregon Department of Transportation; Powell Boulevard Air Quality Supportive Data, (unpub.); Appendix E, Figures E-1 and E-2; March, 1977.
7. Oregon Department of Transportation; Powell Boulevard Air Quality Supportive Data, (unpub.); Appendix E, Figure E-3; March, 1977.

A gradual acceleration from 0 to 5 mph would result in higher emissions than the same acceleration rate from 35 to 40 mph. A rapid acceleration would result in even higher emissions with the 0 to 5 mph increment being the greatest. The change in emission rates can generally be reflected in the rate of fuel consumption. It has been recognized by EPA and most drivers that gasoline consumption in city conditions is greater than that on the open road.

EPA and automobile manufacturers are quick to remind the public that gas mileage figures can vary widely depending on how the vehicle is driven and maintained. Erratic driving habits and stop-and-go traffic situations increase fuel consumption and pollutant emissions. It is difficult at best to determine a driving sequence which is representative of an "average" vehicle in city traffic. Laboratory estimates are impossible to validate in the field for specific projects. As a result, state-of-the-art impact determination rests on the assessment of changes in steady-state traffic conditions.

The examination of traffic data may well point to changes in air quality which have been otherwise overlooked. The proposed improvements to Powell Boulevard are predicted to decrease the volume-capacity ratio, facilitating vehicle flow. The increase in the roadway capacity will be greater than the predicted increase in attracted traffic volumes and as a result, vehicle travel speeds will increase over those associated with the no-build alternative. The improved capacity is a result of the reduction of conflicts between through traffic and vehicles parking or turning. By this reduction in delays, a decrease in travel time is expected. A reduction in the number of times that vehicles will be required to slow or stop for traffic conflicts will of course reduce the number of times such vehicles will be accelerated. Since acceleration, particularly at lower speeds, can increase pollutant emissions, the foregoing is an obvious benefit to air quality; one which cannot be considered in the assumption of "steady-state" vehicle speeds.

Total Emissions Analysis

The results of the total emissions analysis are presented in Table 9. The pollutants studied were carbon monoxide, hydrocarbons and nitrogen oxides. Emission factors were calculated using an ambient air temperature (annual mean) of 55°F, 20 percent of the vehicles operating in a cold start condition, 27 percent in a hot transient condition and no delay in the Federal vehicle emission standards. A decrease in all pollutants is predicted in all future years for either alternative. The reduction in the emissions of carbon monoxide and hydrocarbons due to the improved vehicle speeds resulting from the proposed widening of Powell Boulevard, more than offset any increases due to a greater amount of vehicle travel. Thus for carbon monoxide and hydrocarbons a slight reduction in total emissions will be noted in future years under the Build alternative as compared to the no-build alternative.

The relationship of nitrogen oxides emissions to vehicle speed is opposite to that of the former pollutants. A slight increase in this pollutant will result from the proposed construction, over what would be experienced in the no-build alternative.

Regional Impacts

Either alternative considered in this analysis will lead to a significant reduction in all major automotive related pollutants. Of primary concern on a regional basis is the potential for the formation of

TABLE 9

ROSS ISLAND BRIDGE-52ND AVENUE SECTION
MT. HOOD HIGHWAY (POWELL BOULEVARD)

Total Emissions Summary
All Facilities

Project Alternatives	Study Year	Carbon Monoxide		Hydrocarbons	
		Tons/Yr	Percent	Tons/Yr	Percent
No Build	1976	1718.49	100.0	250.82	100.0
	1980	1209.34	70.4	186.45	74.3
	1990	507.13	29.5	73.34	29.2
	2000	592.11	34.5	72.19	28.8
Build	1976	---	---	---	---
	1980	1107.19	64.4	181.87	72.5
	1990	444.32	25.9	71.08	28.3
	2000	515.79	30.0	69.01	27.5

Percent shows each pollutant relative to the following
alternative and year No Build 1976

TABLE 9

ROSS ISLAND BRIDGE-52ND AVENUE SECTION
MT. HOOD HIGHWAY (POWELL BOULEVARD)

Total Emissions Summary
All Facilities

Study Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
	Tons/Yr	Percent	Tons/Yr	Percent	Tons/Yr	Percent
1976	1718.49	100.0	250.82	100.0	149.47	100.0
1980	1209.34	70.4	186.45	74.3	133.29	89.2
1990	507.13	29.5	73.34	29.2	74.64	49.9
2000	592.11	34.5	72.19	28.8	81.37	54.4
1976	---	---	---	---	---	---
1980	1107.19	64.4	181.87	72.5	140.04	93.7
1990	444.32	25.9	71.08	28.3	80.28	53.7
2000	515.79	30.0	69.01	27.5	88.15	59.0

tant relative to the following
No Build 1976

photochemical oxidant. The concentration of this secondary pollutant is a function of the concentrations of the two primary pollutants, reactive hydrocarbons and nitrogen oxides. Due to the complex chemical reactions which occur during photochemical oxidant formation, it is extremely difficult to predict future oxidant impact. Table 10 indicates what reduction may occur in oxidant formation based on reductions of the primary pollutants. Application of the results of the total emissions analysis would indicate that either alternative will result in approximately a 75 percent decrease in the oxidant potential by 1990. Although this assessment should not imply that the control strategy in the entire Portland metropolitan area will result in such a reduction in photochemical oxidant, it is safe to assume that the selection of either project alternative will not hinder the attainment of the goals of such a strategy.

Local Impacts

The modified Gaussian computer model, AIRPOL4A, was used to predict carbon monoxide concentrations at several receptor sites[8]. Table 11 identifies the sites and predicted concentrations at each. These predictions assume worst case meterological conditions in 1980, the year of maximum impact potential.

For the purposes of computer modeling, a 0.2 mph wind under Pasquill stability Class "D" was used as input to the AIRPOL4A model. This wind speed would yield the carbon monoxide concentration which would probabilistically be exceeded only one percent of the time[9].

[8] Oregon Department of Transportation; Powell Boulevard Air Quality Supportive Data, (unpub.); Appendix D; March, 1977.

[9] Carpenter, Wm. A., et. al.; Supportive Data and Methods for the Evaluation of AIRPOL-4; Virginia Highway & Transportation Research Council; May, 1975.

TABLE 10

DECREASE IN HYDROCARBON OXIDATION RATE

Percent decrease in atmospheric Hydrocarbon Concentration	Percent decrease in atmospheric Nitric oxide Concentration			
	0	25	50	75
0	--	--	--	18
50	64	58	52	56
75	82	80	78	70

SOURCE: Caplan, J.D., "Smog Chemistry Points Way to Rational Vehicle Emission Control", SAE Transactions; Volume 74; 1966. (Results shown are based on an experimental propylene system using hydrocarbon oxidation rate as an index of smog formation, however similar trends have been noted when the ozone formation rate was used as an index.)

TABLE 11

Predicted Carbon Monoxide and Lead Concentrations at Selected Receptor Sites in 1980

Site Location[1]	Alternative	Wind Direction	Percent Cold	CO[2] Concentration mg/m^3	Pb[3] Concentration ug/m^3
Cleveland High School 180' East of 26th Ave. 40' North of Powell	Build	SW	29	8.7	1.3
Cleveland High School 180' East of 26th Ave. 40' North of Powell	No Build	SW	29	9.2	1.3
Clinic and Apartments 170' East of 26th Ave. 15' South of Powell	Build	NW	29	9.5	1.3
Clinic and Apartments 170' East of 26th Ave. 15' South of Powell	No Build	NW	29	10.1	1.3
Parry Center 80' North of Powell	Build	ESE	29	8.1	1.3
Parry Center 80' North of Powell	No Build	ESE	29	8.7	1.3
Residences 100' East of Milwaukie 200' South of Powell	Build	NW	29	9.6	1.3
Residences 100' East of Milwaukie 200' South of Powell	No Build	NW	29	9.6	1.3

[1] Distances measured from edge of roadway.

[2] Pasquill stability D, 0.2 mph wind, 4 mg/m^3 background, 5 ft. receptor height. Eight hour average concentration. Ambient air quality standard: 10 mg/m^3.

[3] Predictions (30-day average) based on EXPLOR computer model. Concentrations are rounded off to nearest 0.1 ug/m^3 and include 1.17 ug/m^3 background obtained from OSHD monitoring site in Portland.

Wind directions were chosen such that the receptors were located downwind from Powell Boulevard and other nearby highway sources.

Predicted lead concentrations can also be found in Table 11. In all cases studied, the concentration of carbon monoxide and lead at any receptor site for the proposed highway improvement was equal to or less than those concentrations resulting from the No Build alternative.

Summary and Conclusions

The continued enforcement of motor vehicle emission standards will result in future reductions of carbon monoxide, hydrocarbons and nitrogen oxides, regardless of the choice of project alternatives. In 1980, under worst case meteorological conditions, both alternatives can be associated with eight hour average carbon monoxide concentrations at or near the 10 mg/m^3 standard as predicted at nearby sensitive receptors. Concentrations of carbon monoxide resulting from the Build alternative are, in most instances, slightly less than those concentrations associated with the No Build alternative.

No violations of the DEQ lead standard should occur in any study year. No assessment of impacts related to construction can be presented at this time, however, it is reasonable to assume that the concentrations of most pollutants would increase during construction activities which would hinder traffic flow. In recognition of the potential for air quality impacts resulting from construction activities, stage construction and nighttime paving, if necessary, will be used.

Determination of Consistency

In a document released by the Columbia Region Association of

Governments (CRAG) in June of 1975[10], the following five criteria were suggested for use in assessing the impacts of individual projects in the Transportation Improvement Program:

> (a) "Projects must not exacerbate any existing violations of air quality standards. This does not mean that new highways or highway modifications cannot be completed until air quality standards are attained, only that proposed facilities should not increase pollutant concentrations beyond the levels that already exist.
>
> (b) "Projects must not contribute to a violation of air quality standards for a pollutant for which no concentrations in violation of standards have been measured.
>
> (c) "Projects must not delay the attainment of air quality standards.
>
> (d) "Projects must not interfere with maintenance of air quality standards, once the standards are attained.
>
> (e) "Projects must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles travelled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis."

The Department of Environmental Quality has identified Powell Boulevard as a facility currently in violation of carbon monoxide standards. The results of the air quality analysis indicate that in the estimated year of completion of the proposed project (1980), maximum carbon monoxide concentrations will be slightly less than the ambient air quality standard. Based on the determination of the critical air quality year[11], the eight-hour worst case 1980 concentrations predicted by

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[10] Columbia Region Association of Governments; "First Annual Determination of Consistency..."; June, 1975.

[11] Oregon Department of Transportation; Powell Boulevard Air Quality Supportive Data, (unpub.); Appendix C; March, 1977.

AIRPOL4A (Table 11) would equate to an existing concentration of approximately 11 to 13 mg/m^3. It would appear that the elimination of carbon monoxide violations could be realized without constructing the proposed project. The improvements to Powell Boulevard would, in some locations, provide for slightly lower carbon monoxide concentrations. The improvements in air quality offered by either alternative result from the Federal motor vehicle emissions control program, while further pollutant reductions association with the Build alternative result from traffic flow improvements. Although not considered in this report, the continuation of the DEQ Vehicle Inspection/Maintenance Program would lead to greater reductions in pollutant concentrations in the study area.

Considering the analysis of local carbon monoxide and lead concentrations, the total emissions analysis, and the assessment of photochemical oxidant formation potential, it has been determined that the proposed project does in fact comply with the first four criteria suggested by CRAG. In regard to the fifth criteria, a stated purpose of the project is not to decrease total vehicle miles of travel nor to encourage the use of mass transportation (i.e. in forms other than motor vehicles). The project will however promote mass transit (buses) through the construction of bus turnout bays, relocation of bus stops to reduce congestion at intersections and improvement of traffic flow in general. It should be noted that Powell Boulevard from the Ross Island Bridge to the proposed I-205 Freeway has been designated by the Portland Bureau of Planning as a Major City Traffic Street[12]. Such facilities by definition are intended to serve large volumes of automobile trips moving within a Transportation District. Powell Boulevard is the only continuous east-west arterial so defined in the Southeast Portland Transportation District. This district is one of five such geographic areas within the Portland City Limits. In as much as the implementation of the Build alternative will reduce pollutant emissions despite a slight increase in vehicle travel, the Oregon State Highway Division has determined that the Build alternative is consistent with the State of Oregon, Clean Air Act Implementation Plan.

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[12] Portland Bureau of Planning; Summary of the Proposed Arterial Streets Policy; Fall, 1976.

NOISE IMPACTS

Land Use

The land uses along Powell Boulevard are typical of major arterials in metropolitan areas. That is, properties adjacent to the Boulevard are commercial establishments that require direct access to the roadway for customer access, services, deliveries and supplies. Directly behind most of these commercial properties are older residential properties. Intermixed with the commercial and residential properties are schools, parks and other institutions.

Existing Noise Environment

The noise environment along Powell Boulevard is typical of a commercially oriented, heavily travelled urban arterial. All structures within 110 feet of the roadway are exposed to noise levels in excess of the L_{10}70 dBA, federal design guide. Structures within 30 feet of Powell Boulevard experience noise levels of approximately 76-78 dBA.

Receptors

As mentioned previously, most impacted receptors are commercial buildings, however, 25 structures (mostly residences) along Powell are considered critical receptors, i.e., those that fall within Category B, federal design guide as described on Table 12. Also, residences along Powell, behind the commercial buildings but in direct view of Powell Boulevard, are exposed to noise levels in excess of $L_{10}70$ dBA. Included in the category of critical receptors are Grover Cleveland High School, Creston School and two parks. Figure 10 shows the location of the critical receptors.

Methodology

Traffic volumes were predicted for the years 1976 and 2000. Traffic patterns and volumes were identified for 6 sections of Powell Boulevard: McLoughlin to Milwaukie, Milwaukie to 17th, 17th to 26th, 26th to 39th, 39th to 43rd and from 43rd to 50th. A computer model[13] was then used to predict noise levels for the years 1976 and 2000. The predictions are for worst case, i.e., the single noisiest traffic hour, usually the peak truck hour.

In addition to the predictions, ambient noise levels were made in the field. Appropriate representative sites were selected (see Figure 10) and the measured noise levels were compared to the computer predictions to insure uniformity and accuracy.

Impacts

The results of the noise analysis show that the project in all sections will raise noise levels along Powell Boulevard by approximately 1 or 2 dBA. The magnitude of the increase in all areas is less than 5 dBA, or, generally speaking, an increase that is not detectable by the human ear and is therefore imperceptible. The noise environment and resultant

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[13] National Cooperative Highway Research Program (NCHRP), Report 117 as modified in NCHRP Report 144.

TABLE 12

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1

Activity Category	Design Noise Levels - dBA2/		Description of Activity
	$L_{eq}(h)$	$L_{10}(h)$	
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which ser are of extraordinary si serve an important publi where the preservation o is essential if the area to serve its intended pu areas could include amph particular parks or port open spaces, or historic which are dedicated or r appropriate local offic requiring special qualit and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation active sports areas, and not included in Category motels, hotels, public m schools, churches, libra
C	72 (Exterior)	75 (Exterior)	Developed lands, propert not included in Categori
D	--	--	For requirements on unde paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hote rooms, schools, churches hospitals, and auditoriu

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used or
3/ Parks in Categories A and B include all such lands (public or priva actually used as parks as well as those public lands officially designated by a governmental agency as parks on the date of publi of the proposed highway project.
4/ See Paragraphs 8c, d, and e for method of application.

TABLE 12

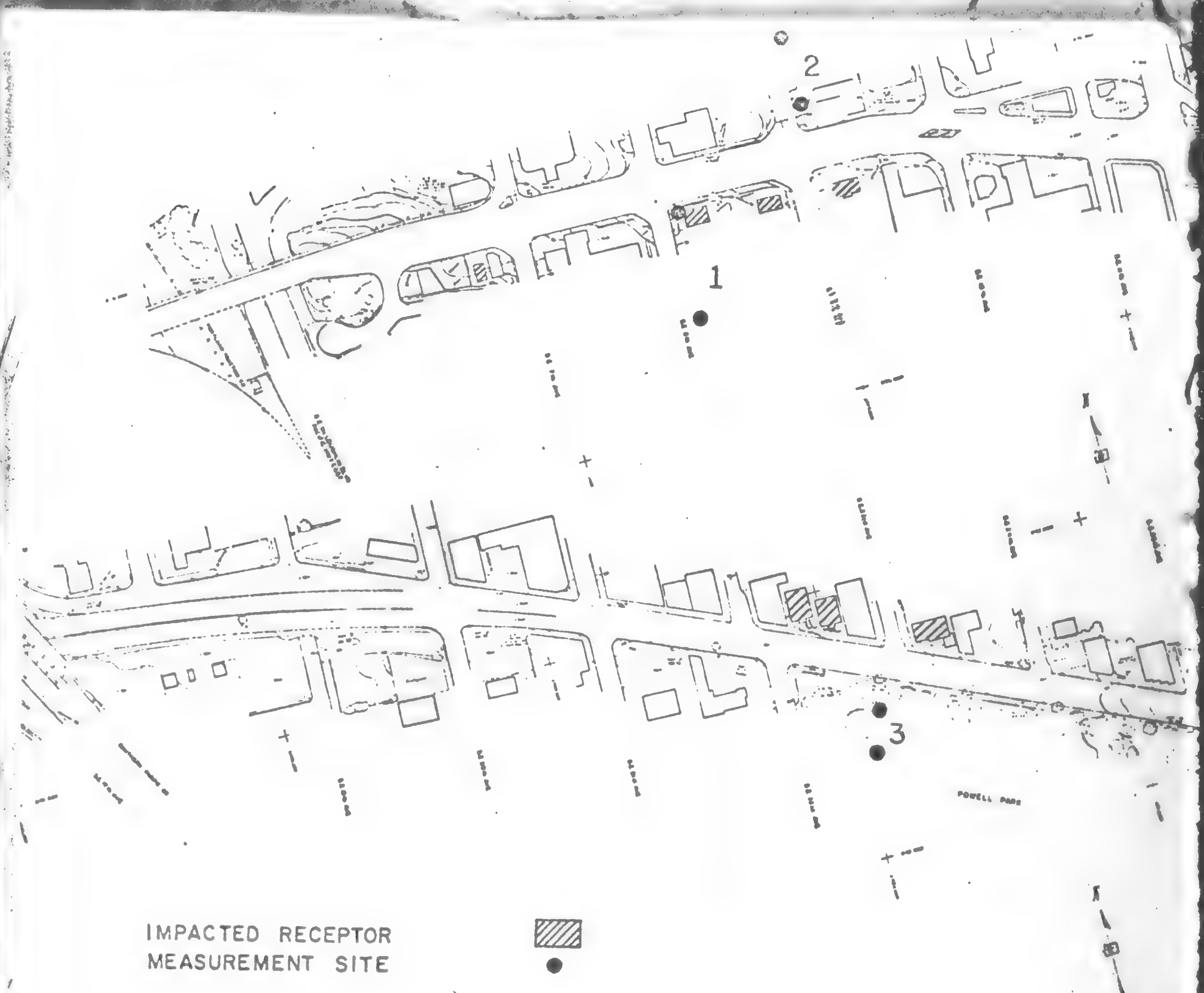
DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

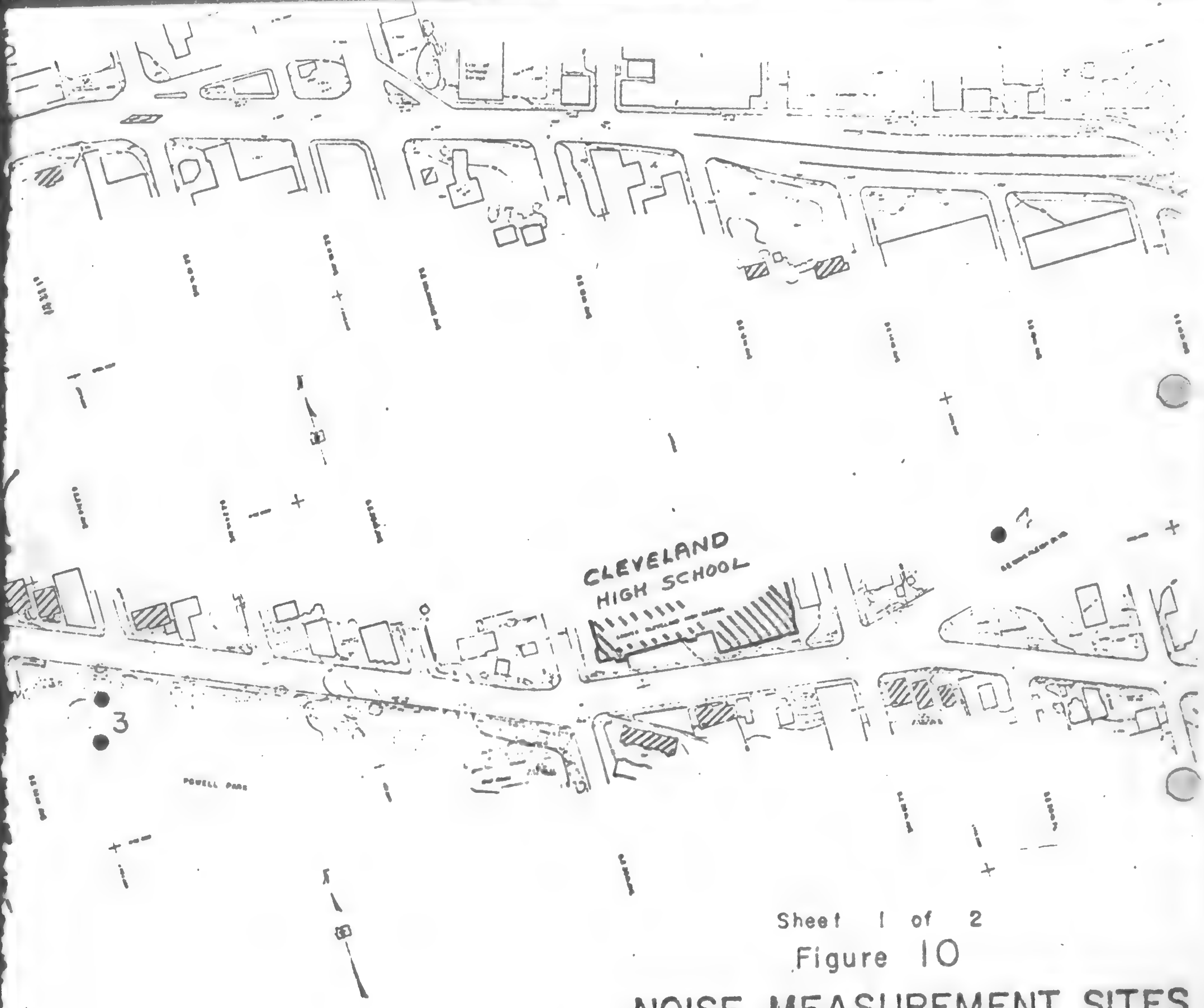
gn Noise Levels - dBA2/

$L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
57 xterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
67 xterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
72 Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
--	--	For requirements on undeveloped lands see paragraphs 11a and c.
52 Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

---

h 8 for method of application.
r Leq (but not both) design noise levels may be used on a project.
tegories A and B include all such lands (public or private which are
used as parks as well as those public lands officially set aside or
by a governmental agency as parks on the date of public knowledge
posed highway project.
hs 8c, d, and e for method of application.


2
1
3
3
POWELL PARK
IMPACTED RECEPTOR ▨
MEASUREMENT SITE ●


CLEVELAND
HIGH SCHOOL
7
3
POWELL PARK

Sheet 1 of 2

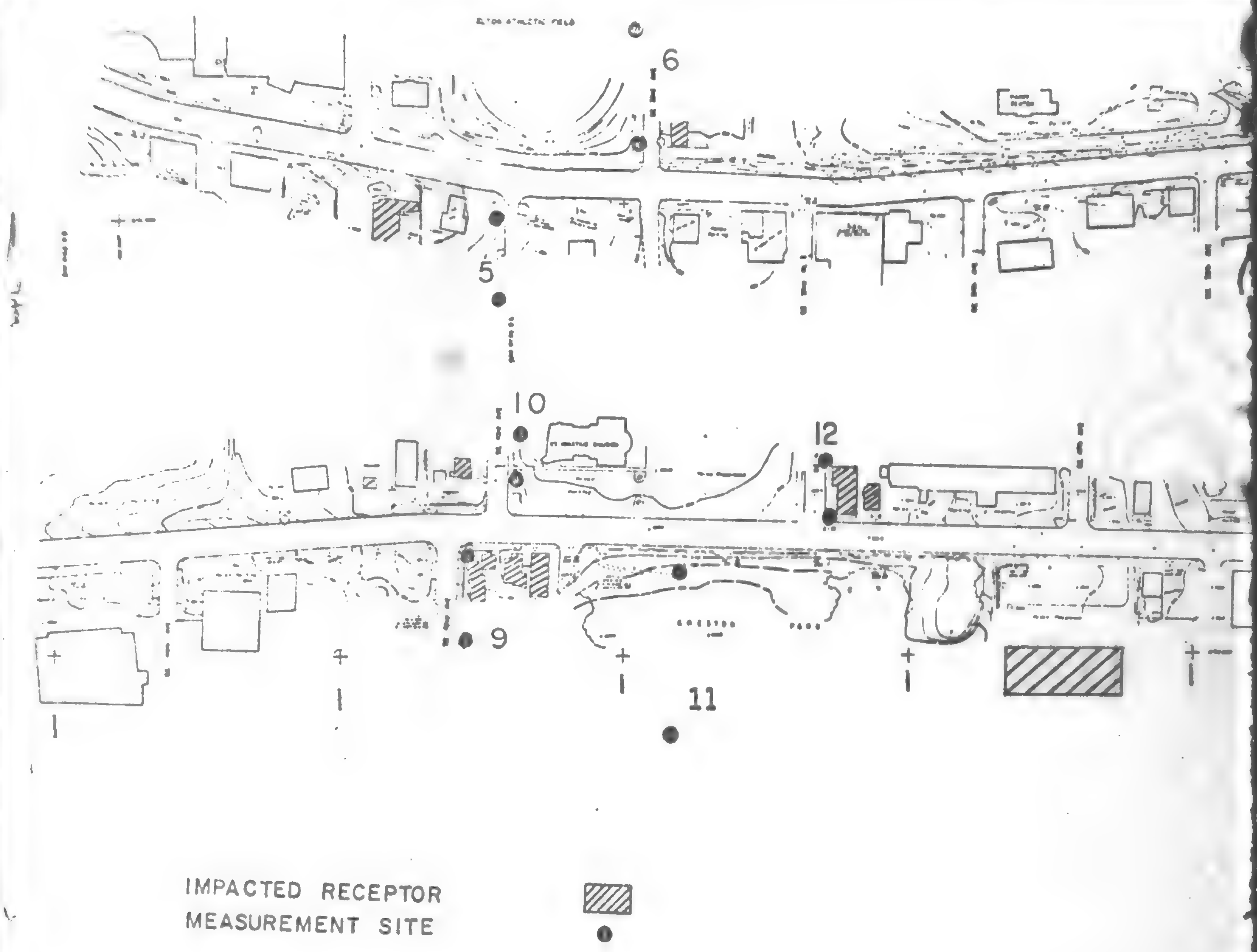
Figure 10

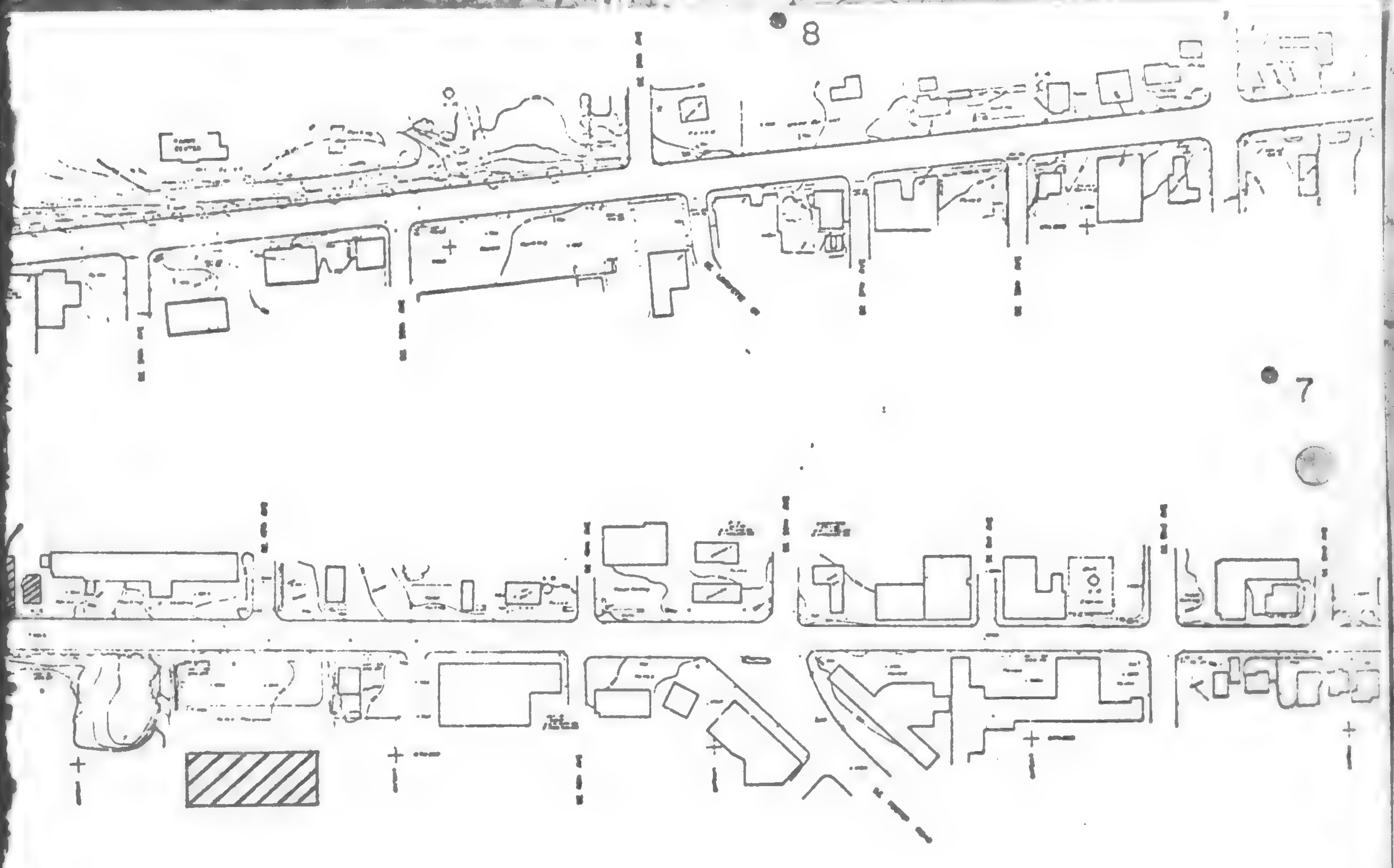
NOISE MEASUREMENT SITES

AND CRITICAL RECEPTORS

ROSS ISLAND BR.- S.E. 52nd

POWELL BLVD.


6
5
10
12
9
11
IMPACTED RECEPTOR ▨
MEASUREMENT SITE ●



Sheet 2 of 2

Figure 10

NOISE MEASUREMENT SITES

AND CRITICAL RECEPTORS

ROSS ISLAND BR.- S.E. 52nd

POWELL BLVD.

impacts are even more difficult to define because of the small increase in noise generation and the complex wave patterns caused by reflecting/shielding structures. The conclusion, however, is that the existing noise environment is above standards, the project will worsen the levels, although imperceptibly, and, in addition, there are 25 critical receptors currently affected by noise along the project which will be exposed to slightly higher noise levels.

A likely beneficial impact is a slight reduction in noise as a result of a smoother travel surface and improved traffic operations. This reduction in noise can be obtained, but is temporary.

Mitigation

One structure, Cleveland High School, is being considered for architectural mitigation treatment such as glazing of windows and ventilation. In addition, the feasibility of placing sound attenuating walls or berms at various locations along Powell is currently under study. In order to be installed as part of the project, any mitigation measures must be effective in reducing noise, they must be economically practicable, they must not substantially interfere with access particularly for emergency services, they must not degrade community aesthetics, and they must not present a fire or traffic hazard.

The foregoing certainly limit the placement of berms or barriers along a facility where access to streets, alleys, and commercial enterprises must be maintained. Acoustical barriers are not effective when their height or length is not adequate or their continuity is broken.

Better pavement conditions and improved traffic flow and operations will reduce noise levels slightly, but the gains are expected to be temporary.

Vehicle emission controls on noise, and standards for trucks and motorcycles will reduce noise levels, but the amount of reduction is difficult to estimate and is dependent upon the future of such regulations and the success of their enforcement.

A noise study report covering the final details of noise mitigation on the Powell Boulevard project will be completed in the final design phase as required by FHPM 7-7-3[14]. This report will include the economics of each situation, the noise attenuation achieved by each mitigation feature, and the reasons for the mitigation features ultimately being included or deleted from the project.

TRAFFIC ANALYSIS

Regional Perspective

Powell Boulevard carries more east-west traffic than any other non-freeway route in Portland. Gresham, East Multnomah County and Clackamas County motorists frequently take Powell Boulevard to Downtown Portland.

The impact of the "Build" Alternative on regional travel would not be significant since the number of through lanes will not change. The added median lane would reduce mid-block delays in the through lanes. At the major intersections, however, the amount of green time for through traffic on Powell Boulevard would decrease in order to provide a separate phase for left turns from Powell Boulevard. Other improvements such as bus turnouts and right-turn lanes will be provided to compensate for this left-turn impact.

Regional improvements that could affect traffic volumes on the

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14. U.S. Department of Transportation; Federal-Aid Highway Program Manual; Volume 7, Chapter 7, Section 3; May, 1976.

project section include the completion of I-205 coupled with widening of the Banfield east of 39th to I-205 and adding a transit facility in the Banfield Corridor which may extend to Gresham. As a result, regional travel on Powell Boulevard should decline. For example, many of the Gresham motorists using Powell Boulevard today may divert to the faster I-205/Banfield route to Downtown Portland. Other regional projects still in the planning and study phases include: (1) transit development on Division; (2) the Oregon City Transitway; (3) a possible connection to I-80N for Gresham via Burnside Street and 181st Avenue; and (4) improving Powell Boulevard east of 52nd to I-205.

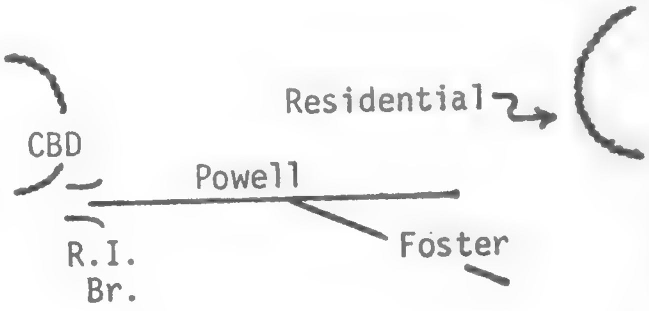
Existing Travel on Powell Boulevard

Travel along Powell Boulevard is significantly affected by the local land use, as well as the existing roadway design. Land use affecting traffic flow on Powell Boulevard is depicted below.

Work Trips

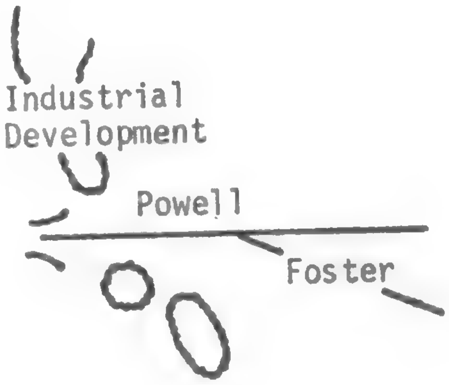
a. Through:

Work trips destined for Downtown Portland pass through the project section and are peak hour oriented. (7-8 AM and 4-6 PM)



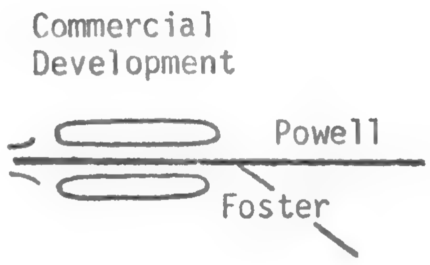
b. Local:

Work trips destined to the industrial development at the west end of the project contribute to the heavy peak hour traffic flow. These vehicles exit and enter Powell Boulevard adding friction to the traffic flow. Also, trucks serving these industries reduce capacity and speed along Powell Boulevard.



Shopping, School, and Other Trips

Strip commercial development mixed with institutional and residential development generate parking and turning friction. This vehicular activity results in mid-block restrictions and reduced speeds and capacity along Powell Boulevard. Fortunately, most of these trips occur during the off-peak hours.



The existing roadway design also has a significant impact on travel along Powell Boulevard. The narrow lanes limit motorist visibility and lateral clearance, resulting in lower speeds and reduced capacity. Because there is no median turn lane, left turns are allowed from the inside through lane, resulting in delays to the motorists following. Mid-block restrictions and stoppages are frequent.

Traffic volumes on Powell Boulevard range from about 30,000 vehicles per day east of 17th to Foster, to near 50,000 vehicles per day on the Ross Island Bridge. Figure 11 shows the 1975 traffic flow for Powell Boulevard and vicinity developed by the Bureau of Traffic Engineering, City of Portland. Note the high volumes on Milwaukie and 39th at Powell Boulevard. About 50,000 vehicles per day enter each of these intersections, resulting in capacity and level of service problems.

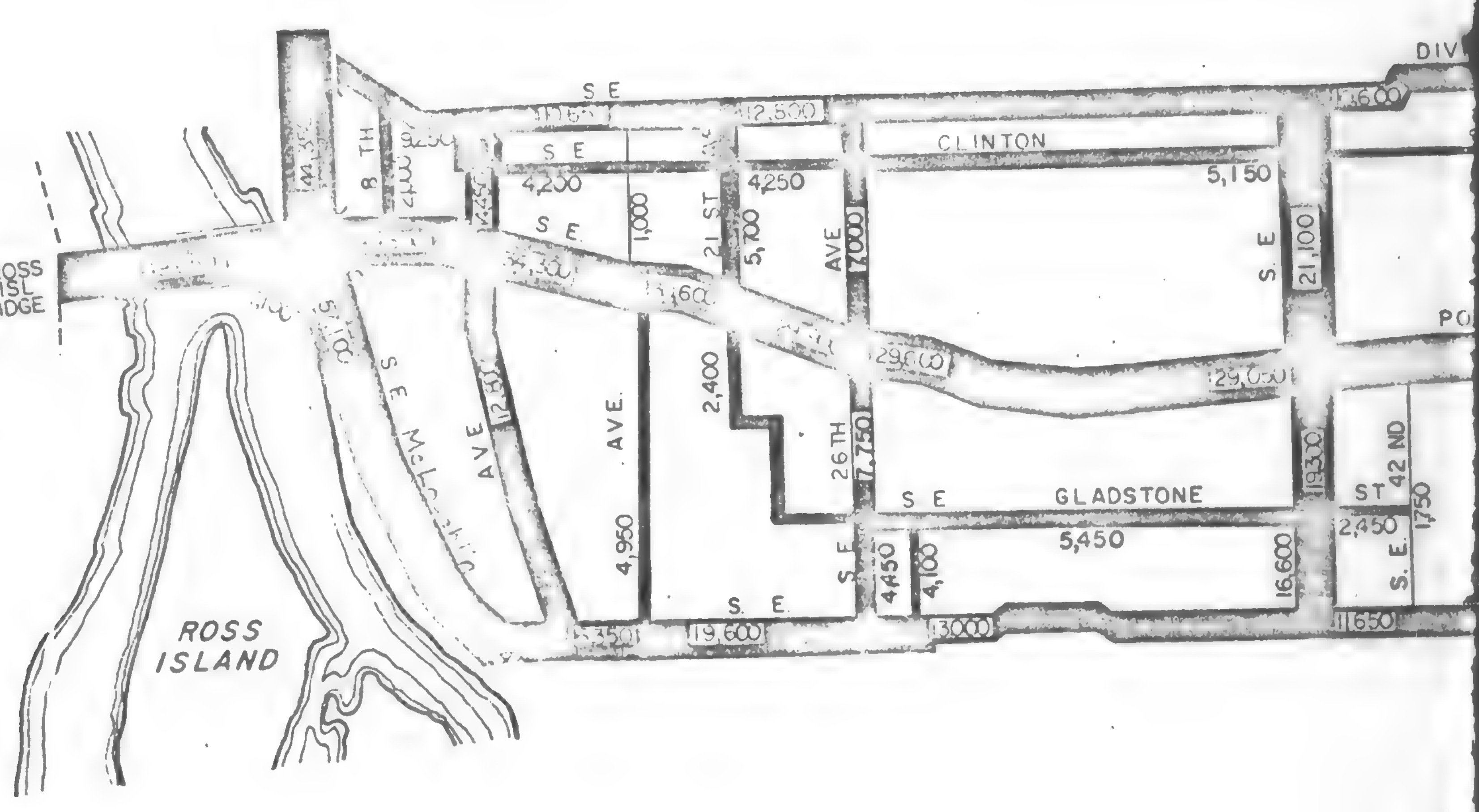
To study the peak hour congestion and level of service, traffic counts were taken during the morning and evening peak hours at the signalized intersections (Fig. No. 12). The Highway Capacity Manual procedures were used to determine the approach capacities. The relationship of volume-to-capacity (V/C) was used to determine a level of service for each intersection.

The results of the peak hour level of service analysis are illustrated in Figure 13. Four intersections (Milwaukie, 21st, 26th, and 39th) are identified as operating at congested levels of service during

FIGURE 11

1975 TRAFFIC FLOW MAP

Powell Blvd. - R. Is. Br.-52nd
Source: City of Portland
Bureau of Traffic Engineering

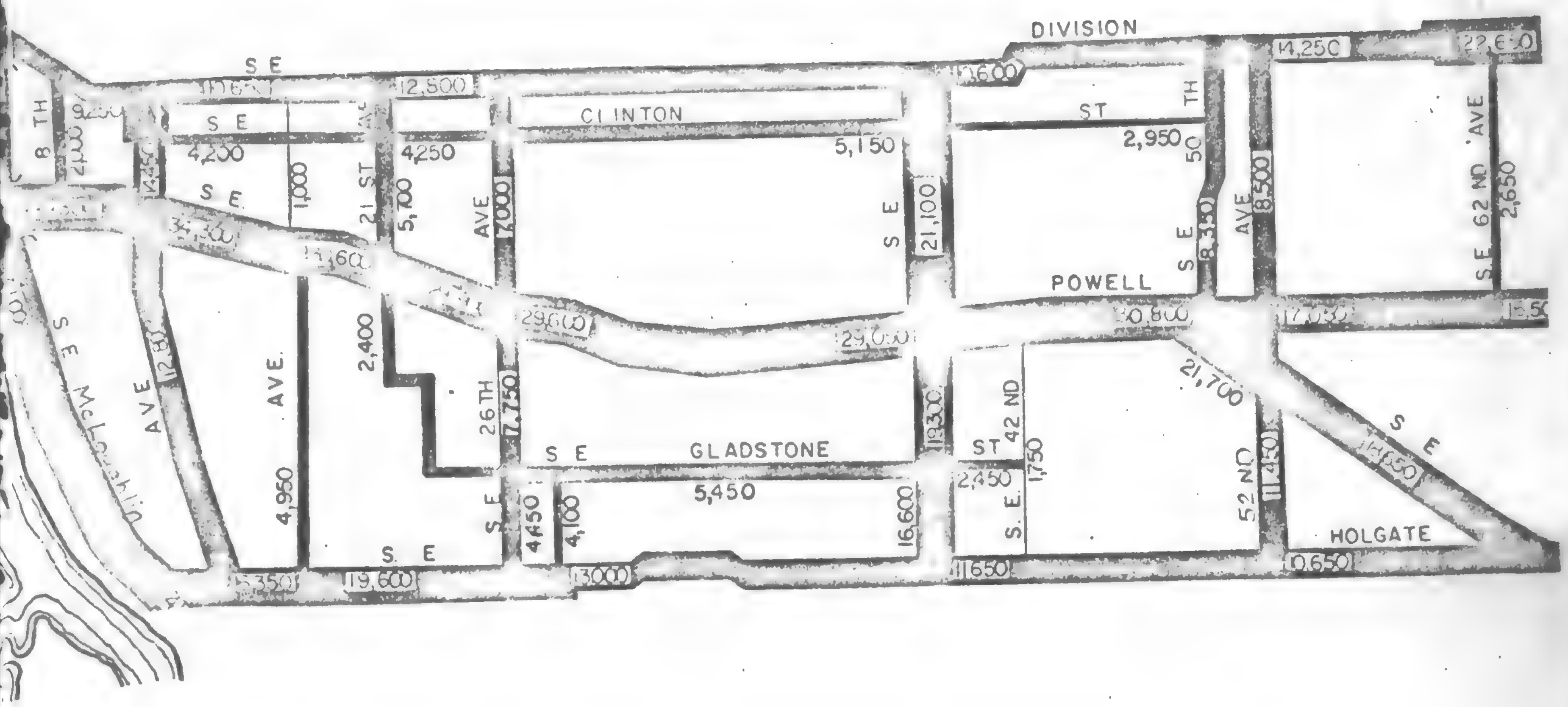


ROSS ISL BRIDGE
ROSS ISLAND
S E
8 TH
S E
S E
4,250
1,000
21 ST
4250
5,700
AVE
7,000
12,500
CLINTON
5,150
S E
21,100
DIV
13,600
PO
29,000
29,050
S E McLOUGHLIN AVE
4,950
AVE
2,400
26TH
7,750
S E
GLADSTONE
19,300
ST
42 ND
2,450
1,750
S. E.
5,450
S E
4,450
4,100
16,600
S. E.
19,600
13,000
11,650

FIGURE 11

1975 TRAFFIC FLOW MAP

Powell Blvd. - R. Is. Br.-52nd
Source: City of Portland
Bureau of Traffic Engineering


DIVISION
S E
12,500
10,600
14,250
22,600
CLINTON
ST
S E
4,200
4,250
5,150
2,950
50
TH
8 TH
1,000
21 ST
5,700
AVE
7,000
S E
21,100
S E
8,350
AVE
8,500
S E
62 ND
AVE
2,650
S E
POWELL
30,800
17,000
29,600
29,000
21,700
2,400
26TH
7,750
S E
GLADSTONE
11,300
ST
42 ND
1,750
52 ND
11,450
S E
4,950
AVE
AVE
12,80
S E McLoughlin
5,450
2,450
S. E.
S E
4,450
4,100
16,600
HOLGATE
S E
19,600
13,000
11,650
10,650

1976 Peak
(Counts ta

xxx - AM
(xxx)- PM

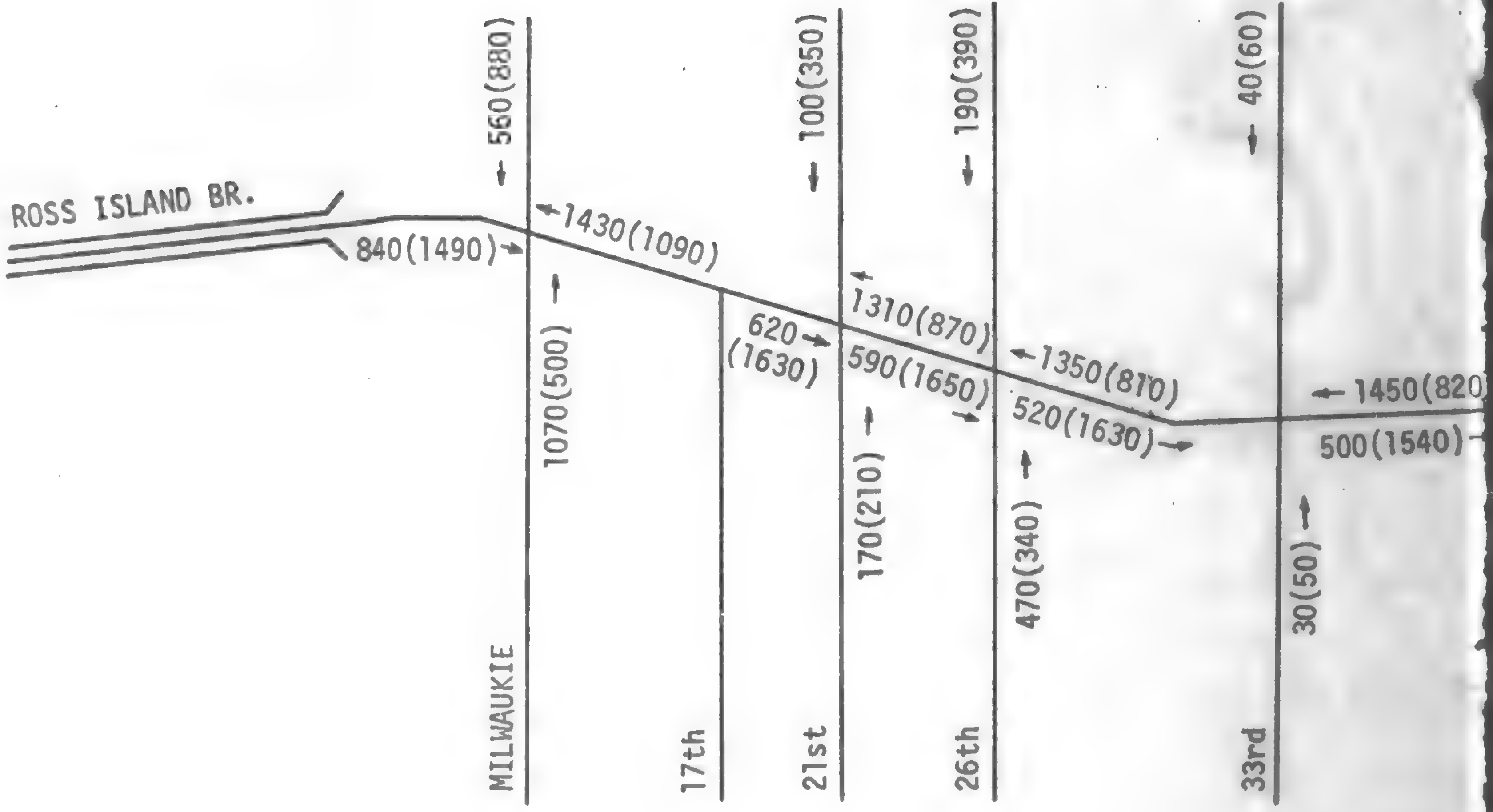
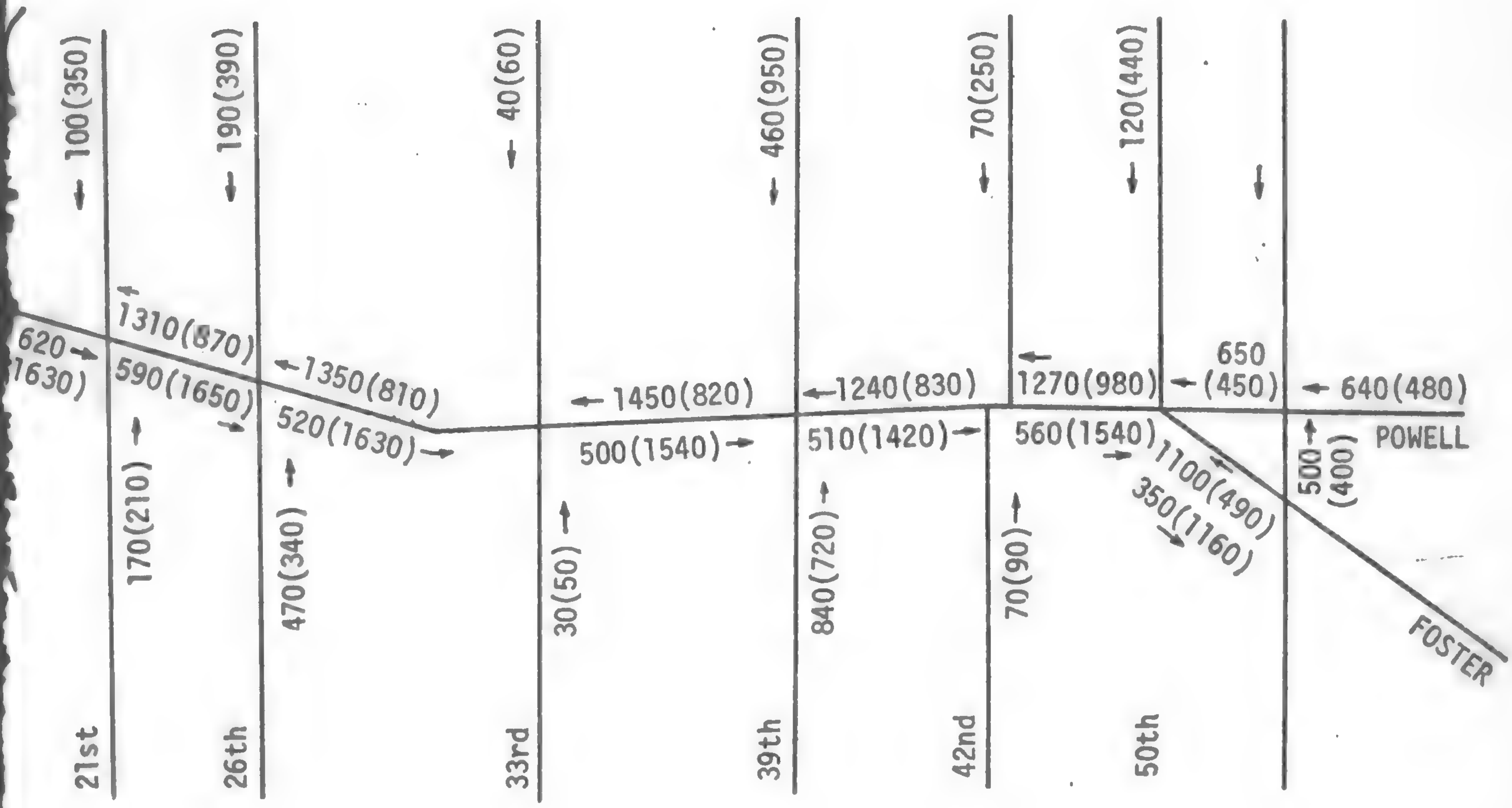

ROSS ISLAND BR.
840(1490)
1430(1090)
560(880)
1070(500)
MILWAUKIE
17th
620
(1630)
21st
100(350)
1310(870)
590(1650)
170(210)
26th
190(390)
1350(810)
520(1630)
470(340)
33rd
40(60)
1450(820
500(1540)
30(50)

FIGURE 12

1976 Peak Hour Traffic Volumes
(Counts taken February, 1976)

xxx - AM Peak Hour Volume
(xxx)- PM Peak Hour Volume



100(350)
190(390)
40(60)
460(950)
70(250)
120(440)
1310(870)
620
(1630)
590(1650)
1350(810)
520(1630)
1450(820)
500(1540)
1240(830)
510(1420)
1270(980)
560(1540)
650
(450)
640(480)
POWELL
1100(490)
350(1160)
500
(400)
FOSTER
170(210)
470(340)
30(50)
840(720)
70(90)
21st
26th
33rd
39th
42nd
50th

FIGUR

Level of Service Analys

X = A.M. Peak hou
(X)= P.M. Peak hour

D+= Level of servi
considered
Portland ar
E = Capacity - un
congestion
F = Jammed - forc
congestion
● = Congested int

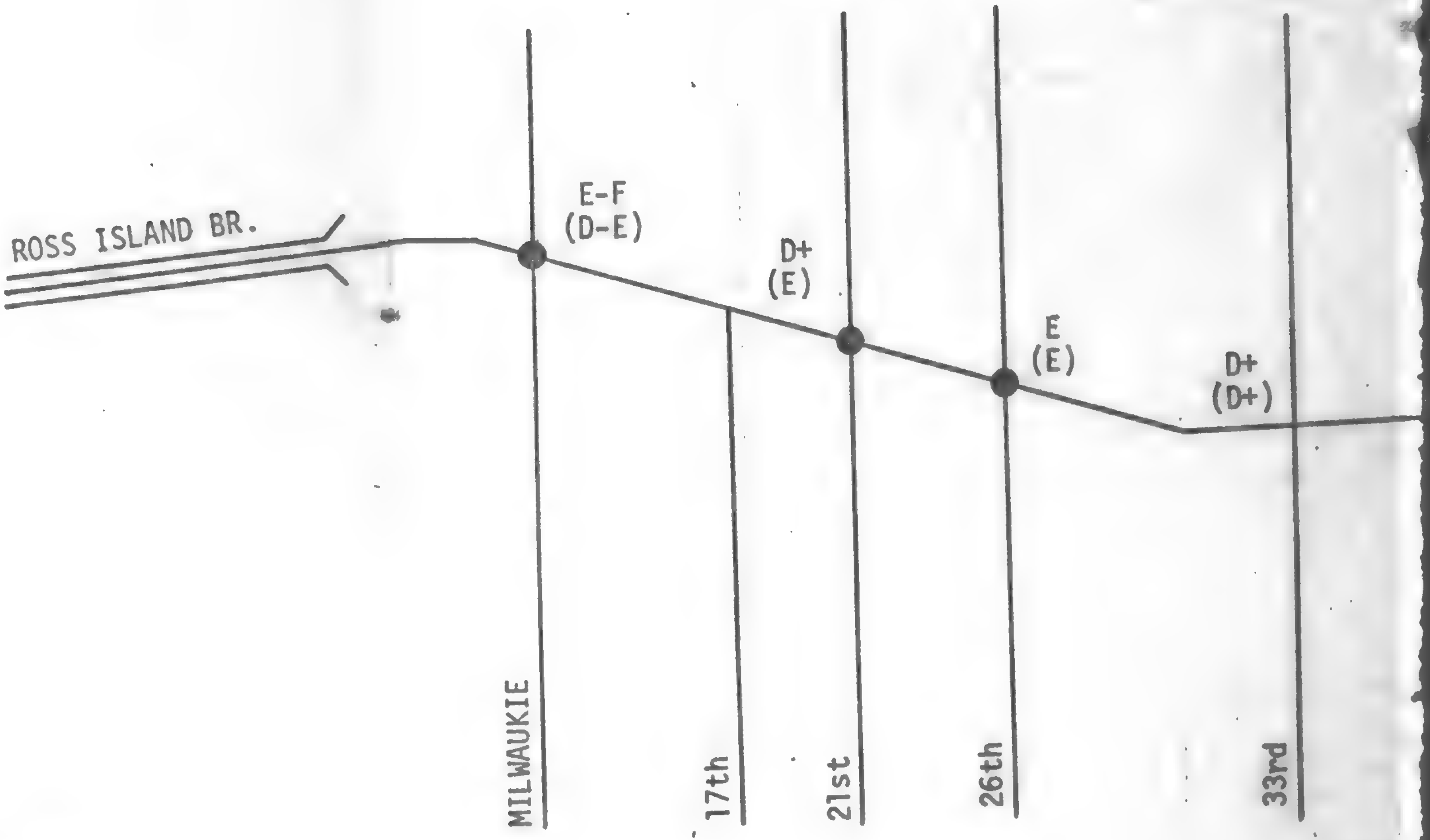
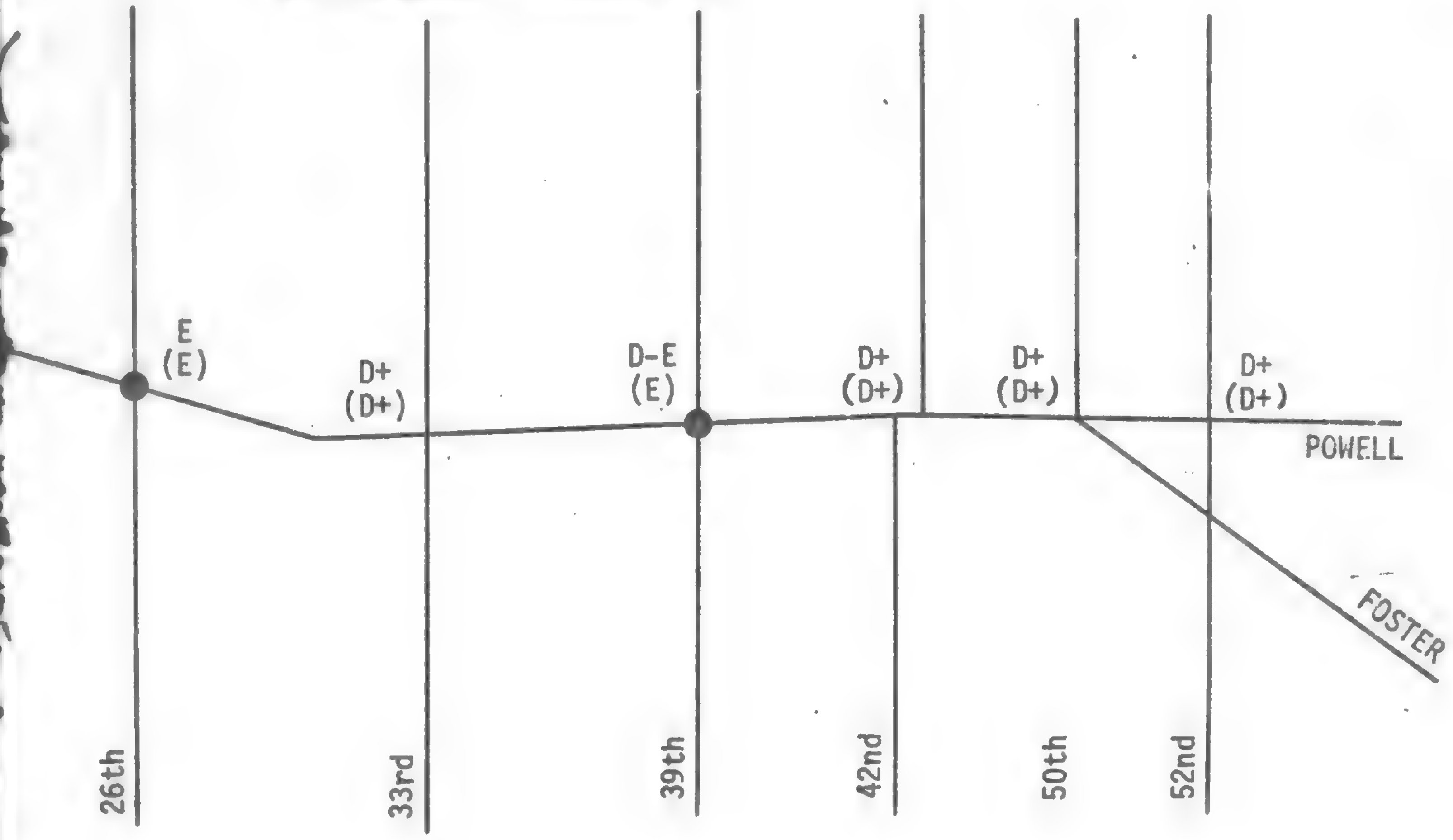

ROSS ISLAND BR.
E-F
(D-E)
D+
(E)
E
(E)
D+
(D+)
MILWAUKIE
17th
21st
26th
33rd

FIGURE 13

Level of Service Analysis - Existing Conditions

X = A.M. Peak hour level of service
(X)= P.M. Peak hour level of service

D+= Level of service D or better - considered tolerable in the Portland area.
E = Capacity - unstable flow - frequent congestion
F = Jammed - forced flow - frequent congestion
● = Congested intersections


E
(E)
D+
(D+)
D-E
(E)
D+
(D+)
D+
(D+)
D+
(D+)
POWELL
FOSTER
26th
33rd
39th
42nd
50th
52nd

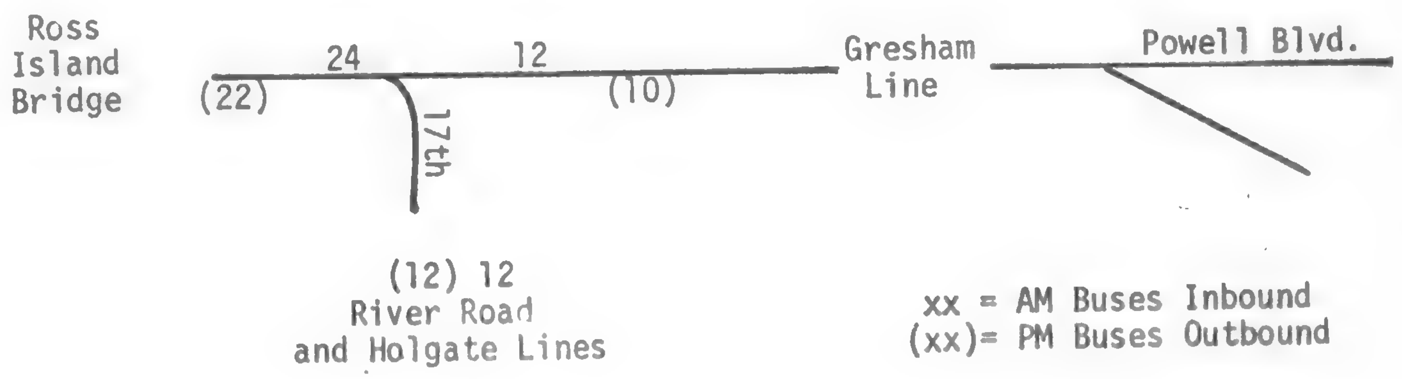
the peak traffic hours.

Another factor affecting the existing level of service is the travel speed along the project section. The average overall travel speed from the Ross Island Bridge to 52nd is 18 miles per hour (MPH) during the AM peak westbound and the PM peak eastbound.

Table 13 lists the average speeds occurring between each of the major intersections along Powell Boulevard during the peak hours. The signals at 21st, 26th and 33rd are set for progression, resulting in higher speeds. At Milwaukie and 39th, speeds are lower due to high traffic volumes entering these intersections. Note, however, that the speeds on Powell Boulevard between 50th and 52nd are consistently low. Improved signal synchronization would improve these speeds.

Other modes of travel along Powell Boulevard include bus, pedestrian and to a lesser extent, bicycle. There are three bus lines using Powell Boulevard today: (1) Gresham; (2) River Road; and (3) Holgate lines. The peak hour and peak direction buses providing local service to Powell Boulevard today are shown as follows:

1976 Peak Hour Bus Volumes



Transfer points exist at Milwaukie, 26th, 39th, 50th and 52nd avenues. The bus stops located at the signalized intersections along

TABLE 13

Powell Boulevard Peak Hour Travel Speeds[1/]
(Ross Island Bridge - 62nd Avenue)

Section	AM (7:15-8:15) EB (mph)	AM (7:15-8:15) WB (mph)	PM (4:30-5:30) EB (mph)	PM (4:30-5:30) WB (mph)
Center of Ross Is. Br. - Milwaukie	32	33	20	36
Milwaukie - 21st	27	16	25	23
21st - 26th	30	21	25	21
26th - 33rd	33	29	24	29
33rd - 39th	28	31	15	29
39th - 42nd	33	15	23	16
42nd - 50th	25	26	22	24
50th - 52nd	11	6	12	6
52nd - 62nd	28	27	28	28

[1/] The speeds shown are "average" speeds of several travel time runs taken in March and April, 1976.

Powell Boulevard are near side, except the eastbound stop at Milwaukie. A Tri-Met bus garage is located at 17th and Holgate. Buses to and from the garage add to the bus volumes on Powell Boulevard west of 17th Avenue.

Future Travel on Powell Boulevard

To study future travel along Powell Boulevard, 1990 traffic assignments were developed using the Interim Transportation Plan assignments (both daily and peak hour) as a base. Adjustments to the base assignments were determined from 1976 traffic counts, and existing and future capacity restrictions such as the Ross Island Bridge, Powell Boulevard Undercrossing at 17th and the signalized intersections along Powell Boulevard. Figure 14 illustrates 1990 daily traffic flow.

Traffic growth on Powell Boulevard is not expected to increase more than twenty-three percent by 1990 according to the Interim Transportation Plan estimates[15]. The Interim Transportation Plan network simulation did not include left turns from Powell Boulevard at the major intersections. Increases to the assignments were made to reflect this increased accessibility.

If no improvements are made along Powell Boulevard, peak hour speeds on Powell Boulevard could be expected to decrease about five miles per hour by 1990. Increased delays, congestion, and driver frustration would result. Local transit operations would also be negatively impacted.

The impact of the proposed improvements, as stated earlier, is not significant from a regional traffic perspective. However, the impact is quite important from a local perspective. The median left-turn lane

[15] Interim Transportation Plan for the Portland-Vancouver Metropolitan Area-Traffic Development and Evaluation, September, 1975, page 39.

FIGURE 14

1990 DAILY TRAFFIC FLOW ON POWELL BOULEVARD

Ross Island Br.-50th

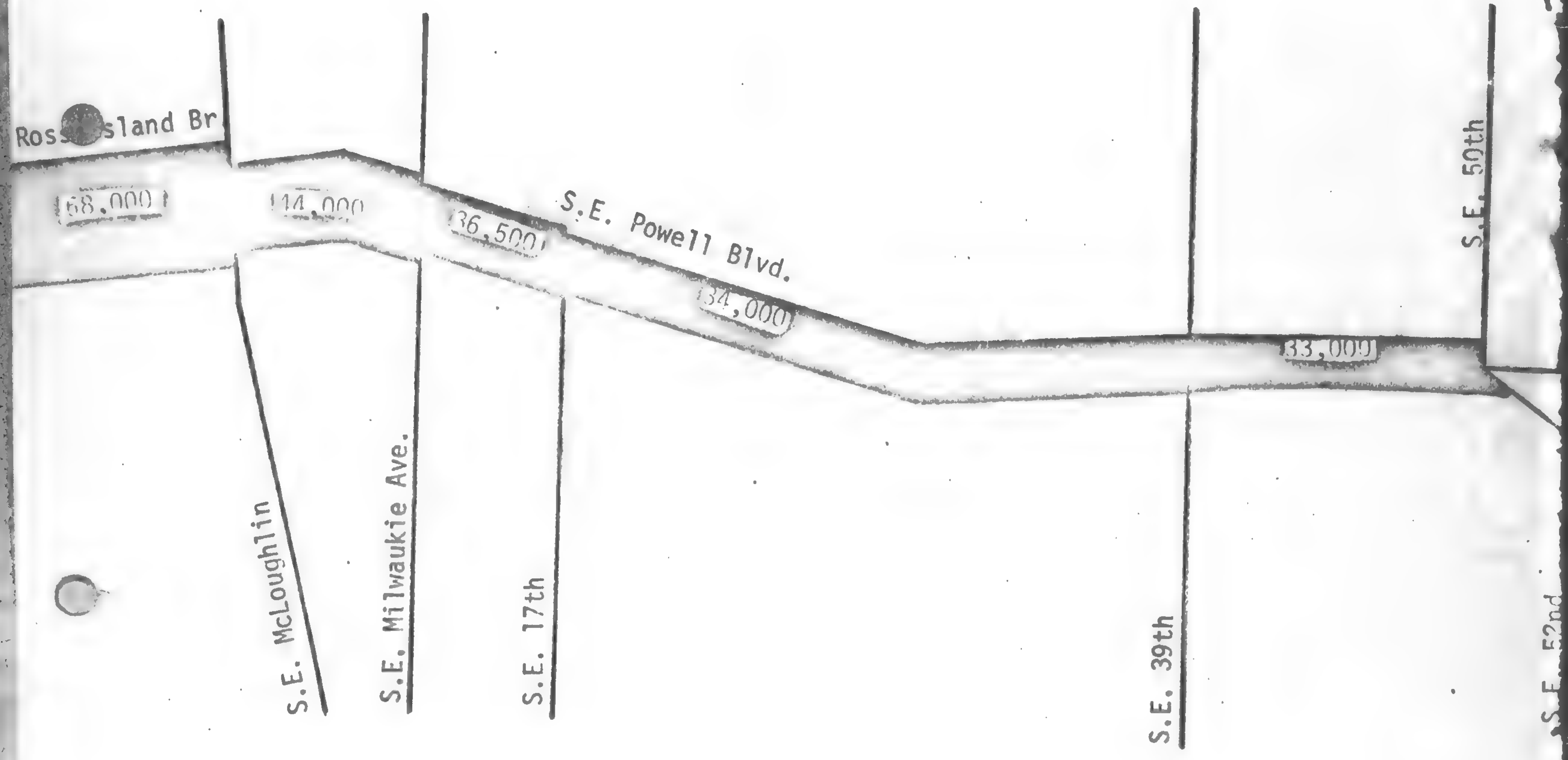
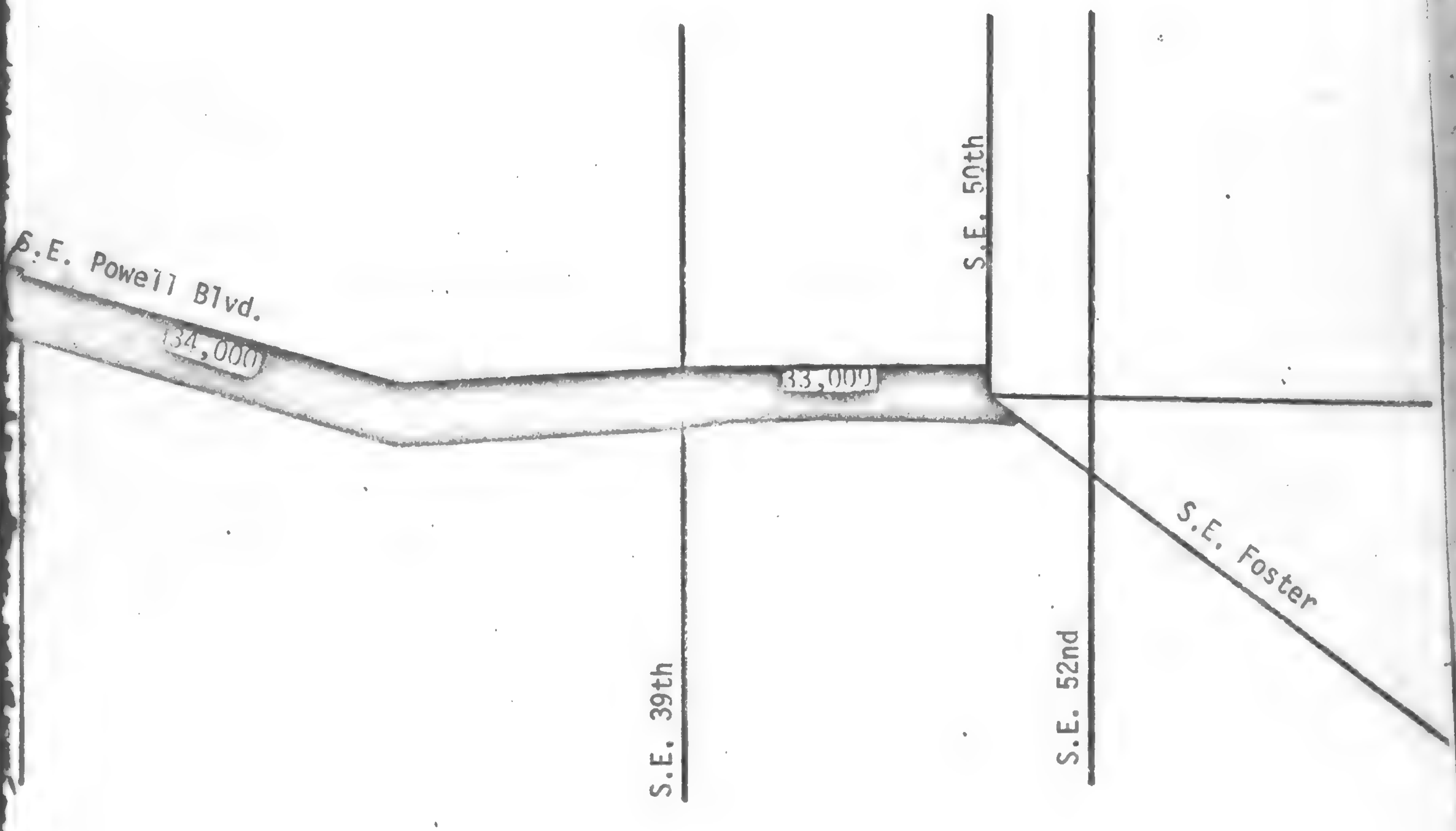

Ross Island Br
68,000
44,000
36,500
S.E. Powell Blvd.
34,000
33,000
S.E. 50th
S.E. McLoughlin
S.E. Milwaukie Ave.
S.E. 17th
S.E. 39th
S.E. 52nd

FIGURE 14

1990 DAILY TRAFFIC FLOW
ON POWELL BOULEVARD

Ross Island Br.-50th


S.E. Powell Blvd.
34,000
33,000
S.E. 50th
S.E. 39th
S.E. 52nd
S.E. Foster

would improve local accessibility and turning safety. Permitting left turns at the major intersections would reduce travel on adjacent residential streets. An improved signal system would provide better progression and be more responsive to traffic fluctuations. Strategically located bus turnouts, right-turn lanes and parking restrictions would improve existing capacity and reduce delays. Wider lanes would improve lateral clearance and driver visibility.

The results of the proposed improvements would make Powell Boulevard more attractive for local use, and to a lesser extent, through travel. Average travel speeds on Powell Boulevard are expected to increase about five miles per hour shortly after completion. However, by 1990, speeds are estimated to approach today's level due to delays caused by higher traffic volumes.

The following is a more detailed analysis of the proposed improvements and the resulting impacts to traffic flow, travel patterns, and traffic operations.

East End of the Ross Island Bridge

Two ramp improvements are proposed. Today, traffic northbound on McLoughlin Boulevard destined westbound on the Ross Island Bridge uses the route via Woodward, 7th and Powell Boulevard. The first proposed improvement is to route traffic via Woodward, 8th and Powell Boulevard, closing 7th. The resulting impact to traffic is twofold: (1) the McLoughlin to Ross Island Bridge traffic would travel an additional 600 feet out of direction; and (2) the merge and acceleration length on Powell Boulevard would increase about 300 feet, improving the merge with westbound Powell Boulevard traffic.

The second ramp improvement involves construction of a new ramp for traffic northbound on McLoughlin to go eastbound on Powell

Boulevard. The estimated traffic volume for this ramp by 1990 is approximately 1,100 vehicles per day upon completion.

Milwaukie Avenue Intersection

The intersection of Milwaukie and Powell Boulevard is one of the most critical intersections throughout the project. Proposed treatment of this intersection includes:

A. Separate left and right-turn lanes from the east.
B. Far-side-of-intersection bus turnouts on Powell Boulevard.
C. Two left-turn lanes from the north.
D. Modified signals to accommodate the above changes.

These changes would improve operating conditions at this intersection. Below is a level of service comparison.

	Milwaukie Intersection Peak Hour Levels of Service	
	AM	PM
Existing	E-F	D-E
1990 No Build	F	E
1990 Build	D-E	D-E

During the AM peak, the intersection is expected to operate better than today with the proposed changes. Westbound backups and queues are expected to be less frequent and not as long.

During the PM peak, the above table indicates no change from today under the 1990 Build condition. However, the intersection is expected to operate under more balanced conditions than today with the proposed improvements. The existing severe queuing at the north approach should be improved with two left-turn lanes. Also, a more sophisticated signal would be more responsive to traffic demand.

Milwaukie to 17th

The proposed treatment includes providing a median lane for left-turning vehicles and two lane extensions to connect Milwaukie Avenue and the 17th Avenue ramps. The east-south left turns occurring today between Milwaukie and 14th, reduce the Milwaukie intersection capacity as well as create mid-block delays. The proposed median lane would remedy this problem as well as improve the safety of the left-turning motorists.

The eastbound lane extension would be coupled with a through or right-turn lane at the west approach to Milwaukie. Approximately 20 to 25 buses during the PM peak hour would be stopping at the Milwaukie far side bus stop, reducing the use of the proposed extended lane. However, some 17th Avenue motorists would benefit from this improvement.

The westbound lane extension would terminate at Milwaukie into a Right-Turn Only lane. This extension would be most beneficial if most of the vehicles turning right (east-north) onto Milwaukie come from 17th Avenue; however, there is a potential weaving and lane changing problem. Powell Boulevard traffic shifting into the right-turn lane may encounter difficulty with 17th Avenue traffic waiting in the turn lane for gaps in the adjacent through lane.

The improved access to and from 17th Avenue is likely to encourage approximately 1500 vehicles per day to use 17th Avenue, between Holgate and Powell, instead of Milwaukie Avenue. This would tend to further relieve peak hour congestion problems on Milwaukie but the adverse impacts of additional traffic on 17th Avenue would also occur.

20th-21st Avenue Intersections

Proposed improvements:

A. Eliminate left turn from the west at 20th.

B. Provide left-turn lanes on Powell Boulevard at 21st.

Today, motorists eastbound on Powell Boulevard turning northbound onto 20th do so from a through lane, since no left-turn refuge is provided. As a result, considerable delays to through traffic during the evening peak hour have been observed. The capacity at 21st is also affected by the delays at 20th. Eliminating left turn (west-north) at 20th and providing a separate left-turn lane at 21st would solve this problem.

26th Avenue Intersection

Proposed improvements:

A. Far side bus stop eastbound.

B. Left-turn lane provided on Powell Boulevard.

C. Right-turn lane provided from Powell Boulevard eastbound (west-south).

D. Separate left turns from through traffic on 26th Avenue.

Due to the proximity of Cleveland High School, the near side bus stop westbound will be retained and the eastbound stop shifted to the far side. Providing left and right-turn lanes on Powell Boulevard would improve access to the school and adjacent neighborhoods.

The 26th Avenue approaches are to be modified such that the left-turning vehicles would be separated from the through vehicles. This would reduce existing delays to through traffic on 26th Avenue.

28th and Waverleigh Intersection

The proposal is to close Waverleigh at Powell Boulevard. This would improve pedestrian safety near the school and eliminate awkward and hazardous traffic maneuvers at this intersection.

39th Avenue Intersection

The high traffic volumes entering this intersection create peak hour delays and congestion. Special treatment is required to improve accessibility and maintain an acceptable level of service.

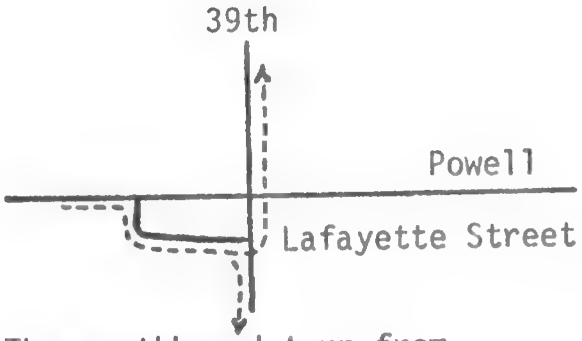
The proposal is to provide separate left-turn lanes at all four approaches with separate signal phases. The green time required for these moves would reduce the amount of green time for the remaining through moves. Increased congestion, queueing, and delays would result. To compensate for added accessibility, other improvements such as right-turn lanes from the south and east, a bus turnout on the far side westbound, and the addition of a third lane eastbound through the intersection are proposed.

The resulting level of service in 1990 would be about what it is today during the AM peak. However, during the PM peak hour, the level of service is dependent upon the use of the auxillary eastbound lane. Assuming equal lane utilization during the evening peak hour, operating conditions would be similar to today.

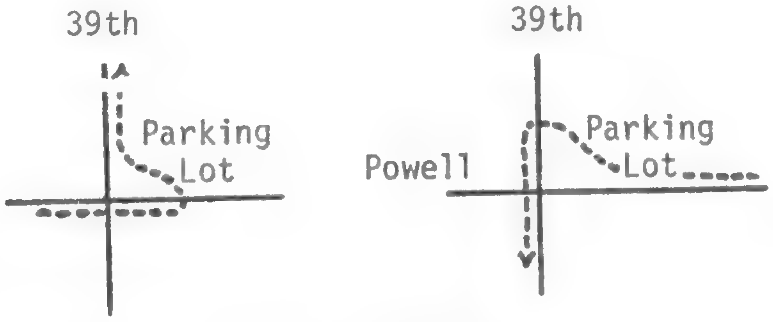
Permitting left turns at this intersection would change existing travel patterns. Southbound traffic on 39th desiring to go eastbound on Powell Boulevard are routed via Franklin Street and 43rd. About 150 vehicles during the evening peak hour are using this route today. Permitting left turns from 39th would divert most of these motorists.

Also, motorists on Powell Boulevard desiring to travel on 39th Avenue have been observed making awkward maneuvers. Below are some of the more common "awkward" movements.

Existing "Awkward" Maneuvers at 39th and Powell



The southbound turn from Lafayette is made to avoid queues at 39th during the evening peak hour.



Access through adjacent parking lot.

The proposed improvements to this intersection would help alleviate these problems. Other measures may be needed to make these awkward movements less attractive, especially during peak hours.

42nd-43rd Avenue Intersection

Due to the offset of these streets which intersect Powell, a special treatment is required. The median lane between 42nd and 43rd avenues would result in overlapping left turns. To eliminate this conflict, the left turn from the west would be prohibited as it is today. The median lane would be used for left turns from the east to permit access to Creston Park parking area from 42nd Avenue. A modification to the existing signal phasing is proposed, to eliminate vehicular turning conflicts from 42nd and 43rd.

50th-52nd Avenue Section

The proposal includes separate left and right-turn lanes from the west at 50th and improved signal coordination between 50th and 52nd avenues. The right-turn lane is needed for the heavy volume to Foster.

Table depicts the existing slow speeds between 50th and

52nd avenues. Observations indicated wasted signal time, lack of signal coordination, and unequal lane balance in the eastbound direction as the principal causes of the slow speeds. Improved signal progression and the right-turn lane from the west should improve traffic flow.

TRAFFIC SAFETY ANALYSIS

Accident rates were compiled over a three-year period from January 1, 1973, to December 31, 1975. There have been a total of 738 accidents including two fatalities and 532 injuries over this 2.44 mile section of highway. Looking at the type of accidents that this project would affect, there have been 347 rear-end types, 184 turning types and 13 head-on or sideswipe meeting-type accidents. These accidents include 382 injuries. The installation of left-turn lanes should reduce the number of rear-end type accidents by removing these turning vehicles from the through lanes. Left-turn lanes should also reduce turning-type accidents by removing the pressure on turning drivers by through vehicles to complete the turn. Interconnecting of signals should further reduce the type of accidents mentioned above by developing smaller queues, thus allowing more uniform traffic flow and less frequent stops. The removal of parking should also reduce some of these accidents by decreasing the number of conflicts between through traffic and vehicles entering and exiting parking spots.

The removal of parking should improve the safety of the highway by reducing the number of conflicts as mentioned above. It would also provide for more safety to pedestrians wanting to cross the highway and to buses which are entering and leaving the highway to pick up passengers. The average vehicular speed on the highway will be affected slightly by the removal of parking. It is expected that the average speed would increase because of a decrease in the number of conflicts and interruptions provided by parking vehicles entering and exiting the through lanes.

The proposed construction of bus turn-outs would eliminate the present necessity of buses having to stop in the through lanes. This should greatly improve the safety of the highway. The removal of the buses from the through lanes would eliminate the conflict between stopped buses and through vehicles. It should also improve the safety of passengers entering and exiting the buses. Average vehicular speed should be improved throughout this section because of the removal of stopped buses.

Pedestrian island installation should greatly improve the safety of pedestrian traffic at non-signalized intersections. The installation of the islands would allow for the pedestrian to watch traffic in only one direction at a time. Once on the island, he can then direct his attention to the other direction and cross when safe.

In the three-year period from January, 1973, through 1975, there were three reported pedestrian accidents within a block of the two pedestrian overcrossings proposed at 8th Avenue and Creston School. If there are large numbers of pedestrians crossing Powell Boulevard in these two areas, and if a high percentage of these pedestrians would use overpasses, the pedestrian accident rate may be reduced. The overcrossings would also reduce crossing delays for pedestrians during peak traffic hours.

At present, the posted speed is 30 MPH. The average speed, however, should increase with the completion of this proposed project. This increase in average speed would be the result of a number of influencing factors. These factors include the synchronization of signals, buses stopping out of the through lanes, numerous acceleration and deceleration lanes, increased capacity provided by the left-turn lanes, and finally the reduced pedestrian crossing conflicts due to a pedestrian overcrossing and median islands. The increased speeds would have some detrimental effects on the safety of pedestrians crossing and vehicles entering Powell Boulevard. However, based on experience with other facilities with similar types of improvements, it is expected that the reduction in accidents due to the improvements in capacity and safety would greatly offset the hazards due to increased speeds.

SUMMARY OF IMPACTS

A) Natural Environment

No significant impacts.

B) Land Use

Build: -Conversion of 1.4 acres of private and public land to highway.

-Possible acceleration of land-use conversions from residential and commercial to industrial use along Powell and in census tract 10.00.

No-Build: -Present patterns of land use conversion should continue with eventual changes occurring as a result of a gradual degrading of a major transportation facility.

C) Population

Build: -The Powell Boulevard project would have little if any effect on population growth trends in the area.

No-Build: -The No-Build would tend to further retard population growth in the area due to the decrease in level of service provided by the facility.

D) Economics

1. Displacement, Relocation & Tax Loss

Build: -13 businesses would be heavily impacted, some of these would be displaced.

-Between 30 and 40 employees (including managers) may be displaced.

-55 different tax lots would be affected by right-of-way acquisition, entailing 1.4 acres.

-There would be a short term reduction in the tax base of about $300,000.

No-Build: -There would be no displacement or relocation as a result of this alternative. However, the gradual deterioration of corridor quality may have an adverse impact of the tax base by reducing property values.

2. Removal of Street Parking

Build: -About 162 spaces from the southside and 65 spaces from the northside would be removed.

-Parking removal would probably have a substantial adverse impact on some businesses between S.E. 20th Avenue and S.E. 22nd Avenue on the northside of S.E. Powell Boulevard.

-Other businesses would not be severely impacted by the removal of street parking.

No-Build: -No street parking would be removed by this alternative; however, the City may remove parking along portions of S.E. Powell Boulevard.

3. Safety and Accessibility

Build: -Improved access to businesses along S.E. Powell Boulevard should increase their sales.

No-Build: -Congestion resulting from lack of access would cause sales to decline for some businesses along S.E. Powell Boulevard, particularly at the major intersections.

4. Property Value Changes

Build: -Right-of-way acquisition would decrease property sizes; owners would be compensated.

-The decrease in travel time would have a slight effect on property values.

-Increased access would increase property values.

No-Build: -Congestion and lack of access would tend to reduce property values.

E) Neighborhoods and Socioeconomic Characteristics

Build: -The project would have beneficial effects on the quality of the neighborhoods by reducing the amount of traffic on neighborhood streets, improving access into the area, increasing pedestrian and vehicular safety, and beautifying the appearance of Powell with landscaping.

-The construction of the project would have a temporary adverse effect on the area, due to the additional noise, dust, vibration and inconvenience of travel during the construction period.

No-Build: -The No-Build would perpetuate the existing heavy use of some neighborhood streets for through traffic. Also, pedestrian and vehicular safety would decrease with heavier traffic on Powell with no safety improvements.

F) Schools and Other Institutions

Build: -About 2,400 school students cross this section of Powell daily. The project would benefit those children who walk by improving safety--construction of two overcrossings, a street closure, painted crosswalks, traffic islands, and the removal of parking.

-Small amounts of right-of-way would be required from two institutions bordering Powell, but this acquisition would not affect the operation or service of the institutions.

-The adverse effects of the construction period would temporarily interrupt and decrease the quality of service provided by the bordering institutions.

No-Build: -Safety problems, particularly for school students, would worsen with the no-build, increasing the potential for student accidents.

G) Parks and Recreation

Build: -Conversion of a small strip of grass area to sidewalk use in Powell Park. Requested by the City of Portland.

-Removal of trees adjacent to Powell Park.

No-Build: -Possible removal of on-street parking on Powell at the park. Poorer access to the parks would result.

H) Historic and Archeological Resources

Build: -No significant impacts to existing historic properties.

-No known archeological sites occur within the immediate impact area.

No-Build: -Existing conditions would remain.

I) Aesthetic Considerations

Build: -The removal of trees fronting Powell Park and the Parry Center would have a negative impact. Proposed landscaping would serve to offset this impact.

-The number of utility poles would be reduced approximately by half.

-Proposed landscaping would have a positive effect on the corridor's visual quality.

-Removal of on-street parking would improve aesthetics by alleviating a portion of the activity and congestion.

-A significant improvement to the corridor's visual quality cannot be achieved unless the City develops sign regulations.

No-Build: -Conditions would gradually degrade.

J) Pedestrian Safety, Accessibility, and Emergency Services

Build: -Increased vehicular speeds resulting from the improvement and increased distance from curb to curb may be detrimental to pedestrian safety. However, the improvement resulting from the construction of two overcrossings, painted crosswalks with safety islands at non-signalized intersections, closure of Waverleigh at 28th, and removal of parking would offset the above detrimental effects and is expected to provide an overall improvement.

-The project would have a beneficial impact by improving access for emergency services.

No-Build: -Pedestrian safety would decrease without the implementation of safety improvements.

-A decrease in the level of service of the facility would hinder the quality of emergency services in the area.

K). Right-of-Way

Refer to Summary "D"; Economics.

L) Parking

Build: -Removal of 227 on-street and 29 off-Powell parking spaces.

No-Build: -Possibly the City will remove on-street parking anyway.

M) Air Quality

-The continued enforcement of motor vehicle emission standards would result in future reductions of carbon monoxide, hydrocarbons, and nitrogen oxides, regardless of the choice of project alternatives.

-A slight reduction in carbon monoxide concentrations over the No-Build alternative.

-No violations of the DEQ lead standard should occur in any study year, for the Build alternative.

-The project is consistent with the State Clean Air Act Implementation Plan.

N) Noise

Build: -A slight increase over the no-build in the number of residences impacted by high noise. Those receptors currently being impacted by noise in excess of federal standards would be exposed to an imperceptable increase as a result of the project; unless some form of mitigation measure can be applied.

No-Build: -A number of residences, two parks and three (3) institutional uses are, and will continue to be, impacted by high noise levels.

O) Traffic

Build: -The project would allow the facility to handle 1990 traffic at levels C-D.

-Traffic speeds would increase slightly.

-Accessibility would increase with left-turn lanes and the addition of a ramp from McLoughlin Boulevard.

No-Build: -A gradual degrading of the traffic conditions on Powell would occur.

P) Traffic Safety

Build: -Pedestrian safety would be improved by proposed crossing facilities and the closure of Waverleigh Boulevard.

-Increased vehicle speeds may have an adverse effect on pedestrian safety; however, this impact is expected to be offset by the pedestrian improvements.

-Vehicle safety is increased by reducing congestion through the provision of turning lanes, signal timing, and the removal of on-street parking.

No-Build: -Existing hazardous conditions would tend to increase.

COMMENTS AND RESPONSES

The consensus of the oral and written comments received at the public hearing (December 15, 1976) was generally in favor of the advanced proposal for improvements on Powell Boulevard. However, a number of questions and comments were raised concerning particular design features or impacts of the project.

In total, 8 individuals and 6 representatives of concerned groups or institutions made comments for which a response was necessary. These comments and the respective responses are as follow:

R. W. Johnson, Brooklyn Action Corps

Comment:

The Brooklyn Action Corps approves the proposals to improve traffic flow through the Milwaukie-Powell intersection.

However, the Brooklyn Action Corps is not satisfied that sufficient emphasis has been put on the safety of pedestrian crossings between the Ross Island Bridge and the underpass, particularly at the 8th Avenue crossing where a safety island is proposed to correct a critical traffic hazard.

The basic problem with the 8th Avenue crossing is that only an occasional vehicle will stop to permit a pedestrian to use the marked crosswalk, and those few drivers who will stop run the risk of a rear-end collision in dense fast-moving traffic. Even when a pedestrian reaches the median strip, he frequently faces three lanes of fast-moving cars and trucks; and only reaches the other side after a fast breathless run. This crossing can only be used by clear-eyed, fleet-footed pedestrians who are not afraid of death. The danger of the crossing is accentuated by the unusual volume of heavy truck traffic on this sector which reduces both driver and pedestrian visibility.

The Brooklyn Action Corps recommends a pedestrian overpass on 8th or 9th to eliminate this community hazard. Failure to provide a safe crossing in this area will only further isolate the Brooklyn residential area, which is already isolated on the west by McLoughlin Boulevard - on which there are no pedestrian crossings at all.

Response:

The proposed project has been revised to include a pedestrian overcrossing at 8th Avenue.

A. D. Sherwood

Comment:

> This letter will confirm my testimony and subsequent conversation with you relative to the merits of the two options you presented covering the area on S.E. Powell Blvd. from East end of Ross Island bridge to the new railroad underpass. The so-called preferred plan #1 is, in my considered opinion, the poorer choice for the following reasons: Note that this plan allows the two lanes coming east off the bridge to immediately widen to three lanes. The new lane (curb lane) then allows either straight ahead or right turns. Some people will jump into this lane who simply want to gain a few cars and continue straight ahead causing a race in order to get back into the other lane as they attempt to squeeze into the railroad underpass. While these same people are stopped for the Milwaukie light, they block those wanting to turn right and go south on Milwaukie causing additional delay. Plan #2 offers a right turn only to Milwaukie, a sensible solution. A further danger occurs when these three lanes reach the crosswalk at 12th. Picture the plight of a pedestrian trying to cross while the attention of the curb and middle lane drivers is on each other, not some older person in dark clothes trying to get to a safety island. Compound this problem by darkness in the winter and the danger is obvious. Plan #2 wisely allows only a right turn from curb lane.
>
> With respect to a Bus pullout, Plan #1 shows three lanes but no bus area. I personally observed in the 4:00 to 4:30 p.m. time frame buses blocking the curb lane piling up traffic back to and through the Milwaukie intersection. When the light turned green for northbound Milwaukie traffic, eastbound traffic was still blocking the intersection each time. Plan #2 provides a bus stop out of the lanes of through traffic.
>
> The estimate for construction of Plan #1 is $150,000 MORE than Plan #2. This taxpayer can see absolutely no benefits from Plan #1 and wishes to hereby record his strong objection to the "preferred" plan.

Response:

The Milwaukie Avenue intersection is the most congested and has the highest traffic volumes of any on the project. Whether or not the project goes to construction, traffic volumes are expected to increase at least 20% by 1990 at this intersection.

The traffic analysis shows 12% of the traffic from the Ross Island Bridge turning right onto Milwaukie Avenue and 13% of the through traffic turning onto 17th Avenue. By 1990, the percentages are 15% and 17% respectively. The analysis also shows a bus stopping in the third lane every third traffic signal cycle. These buses will block the third lane momentarily while loading passengers, but will then have 600 feet in which to merge back into traffic. With the third lane carrying only 17th Avenue traffic every two out of three signal cycles, the capacity of the Milwaukie Avenue intersection would be increased 8%.

The additional lane westbound would help relieve congestion on the 17th Avenue approach ramp, and should reduce traffic on Milwaukie Avenue. It is anticipated that approximately 1,500 vehicles per day would shift from Milwaukie Avenue to 17th Avenue because of the direct connection to Milwaukie northbound via the additional lane. This will also help relieve congestion at the intersection by allowing more green signal time for Powell traffic.

Although the crosswalk at 13th Place will be longer, the concrete safety island will allow the pedestrian to watch traffic in one direction at a time. If this crosswalk does become a hazardous area to cross, it may have to be eliminated. Pedestrians would then cross at the Milwaukie Avenue signal or the 17th Avenue overcrossing.

G. E. Knudson

Comment:

Before any final judgments are made on the Powell Boulevard project, the following criteria should be made public:

a. A thorough examination of the Ross Island Bridge.

b. A statement in fact as to the life expectancy of the Ross Island Bridge.

c. Due to the age of the bridge, should there be a load limit imposed?

Response:

Multnomah County conducted an adequate examination of the Ross Island Bridge in July 1974. The Oregon State Highway Division will inspect it again this coming spring. The County report estimated the remaining life expectancy of the bridge at 35 years.

The bridge was designed for an HS20 loading and the operating rating has been set at HS27, which means that it is structurally sound and can carry heavier loads than it was designed for. No load limit is needed or is anticipated for some time.

Comment:

> I think that we're not providing enough access for emergency vehicles through the whole route. That includes the Fire Department trucks and fire rescue and the police and service and ambulance and all this stuff. Some places here (pedestrian islands) I see were blocked out where we'll not be able to get in in an emergency situation and handle a large accident or a fire of that sort. Has this been gone over with you people and the Fire Department?

Response:

Pedestrian safety islands will not prevent fire trucks from turning onto Powell. The islands will be designed using a 55-foot curve radius to allow complete access to and from Powell. The continuous left-turn refuge will actually improve access by providing the emergency vehicles with an additional lane to use if necessary.

Rev. Carmine Sacco, St. Ignatius Church

Comment:

> It has been brought to our attention that there is a possibility that the signal light on 43rd and Powell might be eliminated because of the new concept for the Powell Boulevard traffic. I

> would like to state that we the people of St. Ignatius parish oppose the idea because of these facts: It is the only safe crossing for our grade school children and senior citizens who come to the church and school daily, the reason why the light was installed was because three people were killed on that spot and the walking traffic has increased very much since that time, many of our elderly come to daily services and need the protection of that signal, our elderly would find it a grave inconvenience to have to walk down to 39th and then return up the hill to 43rd. There are just too many children and elderly who use that signal and to overlook this fact would be a grave injustice.

Response:

The Powell Boulevard improvement proposals will not eliminate the signal at 43rd, but should help alleviate some of the traffic-pedestrian conflicts at the intersection.

Left turns will be allowed on 39th, at Powell Boulevard, in order to reduce the number of vehicles using 43rd today. A vehicle turning left from 43rd today has to watch three things occurring at once: pedestrians using the crosswalk, vehicles traveling from 42nd heading north onto 43rd, and vehicles traveling from 42nd heading east on Powell. The proposal will not allow the through movement from 42nd to 43rd and will require vehicles turning east onto Powell from 42nd to stop at 43rd until the signal changes, allowing traffic movement on Powell. Therefore, vehicles turning left from 43rd will only have to watch for pedestrians.

F. A. Shannon

Comment:

> I feel this project is for cars; it is not for the community . . . Especially at 41st and 42nd where St. Ignatius Church is, you are completely blocking the traffic. The children that go to this school, and there are a large number of them, you are not accommodating for them crossing the streets there. They will not go up four or five blocks and take an overpass.

Response:

Refer to previous response for Rev. Sacco (above).

If these proposed changes do not reduce the hazards to pedestrians at this intersection, the City of Portland Traffic Bureau will consider restricting the left-turn movement from 43rd Avenue.

H. Greenough

Comment:

> I am a member of the Citizens Advisory Committee for business people between 17th and 28th avenues. The main concern I'd like to express is about the parking problem in that particular neighborhood, and this was something that came up right at the first meeting and, as you know, I've been going to all the meetings and right along I think you people have expressed sympathy and concern and told us yes this parking problem will be solved, but what it comes down to tonight at the last result, at the end result, is that we're showing a net loss of parking spaces in that neighborhood over what there is available today and it's already an area that is very short on parking. I think that while the intentions are good in terms of the proposal you put forth for that neighborhood it presents a lot of problems and that the parking will be infringing on the residential areas and that the businesses will be competing for the parking among themselves and there just isn't adequate parking.

Response:

The removal of on-street parking along Powell has been recommended in order to provide the continuous left-turn refuge as well as improve safety and maintain an acceptable level of service.

The City of Portland realizes the negative economic impacts in the area from 20th Avenue to 28th Avenue that may occur as a result of the elimination of parking. They have been working with the area merchants and residents to develop a satisfactory solution. According to the City Bureau of Planning, HCD funds can be used to purchase off-street parking lots if the merchants will form their own association to lease the lots from the City.

C. Hillstrom

Comment:

> I see a need for an additional traffic light between 26th Avenue and 39th Avenue . . . The one light at 33rd just doesn't phase the traffic enough (speed control) . . . I propose that there should be two lights between 26th and 39th . . . one at 29th and move the other one from 33rd to 35th . . . I really don't see any need for the traffic light at 33rd.

Response:

An additional signal would be detrimental to the speed control effectiveness of proposed intersignal synchronization by disrupting the approximate equal spacing that currently exists. Further, additional traffic signals would increase the rear-end accident potential for Powell Boulevard.

Although 33rd Avenue is not an improved street to the south of Powell, it is a through street, while 29th is not, ergo there would be greater justification for having a signal at 33rd. Children from the Parry Center and the surrounding neighborhood use the 33rd Avenue signal to get to Grout School and Kenilworth Park.

R. Monroe, State Representative

Comment:

> I'm concerned about the pedestrian crosswalk at 43rd, and your plan doesn't really deal with this problem except, of course, if you take the preferred plan and give us the left-turn lane from 39th onto Powell, it will greatly reduce the traffic on 43rd because a high percentage of that traffic currently is traffic that is trying to turn from 39th onto Powell and doing it via Franklin and 43rd.
>
> Other than that, your plan really doesn't speak to the problem of the pedestrian right of way at St. Ignatius across there because you're still going to have cars turning left across that pedestrian walkway across the path of those children. I was wondering if perhaps there couldn't be some way of synchronizing the signals so that you could allow the traffic to turn left at one time and then stop them and allow the children to walk traffic free.

Response:

Improved signalization at the 39th and Powell intersection will greatly reduce the number of vehicles turning left from 43rd, and should significantly reduce the pedestrian-vehicle problem at the crosswalk. Only local traffic would be using 43rd Avenue, leaving only one or two vehicles turning left per signal cycle.

A signal system could be developed to allow pedestrians to cross while all traffic is stopped, but this would result in longer delays to through traffic on Powell. If a problem develops in the future, it may be necessary for the City Traffic Bureau to restrict left turns from 43rd.

J. M. Treone

Comment:

> The first issue that I would like to bring up is the reconstruction of the McLoughlin to Powell route. It was there seven years ago and your Department or one Department or another did traffic counts and one thing or another; they decided that that exit from McLoughlin to Powell eastbound was not necessary; they removed it. Who financed that project, and now what makes them think that that is necessary to reconstruct it as it was originally. Who's going to finance it this time?

Response:

The previous access route was constructed by the Highway Division. The configuration of the facility did not allow vehicles to merge safely into the mainstream traffic on Powell, and for this reason, was subsequently removed.

The reason that a new, more safer, connection to Powell from McLoughlin is being proposed, is to encourage traffic not to use neighborhood streets to access Powell eastbound from McLoughlin. The ramp proposal is a direct response to a petition received from the affected neighborhood.

Comment:

> Environmental impact studies show in point two that land use is going to go primarily from residential to business. In point three it says in population that there will be no significant change. How can you eliminate homes, residences, neighborhoods and convert them to businesses that they propose the change would make in point two, and then say in point three, there's no significant change. Where did the people go that were living there? They didn't disappear.

Response:

This apparent incongruity is explained by the current trend toward replacement of single-family units with multi-family residences; hence, the density of residential population will increase while, correspondingly, the areal extent of residential land use will decrease. Commercial and, to some degree industrial, land use is expected to encroach on the receding residential areas. In this manner, it is possible for residential areas to be converted to business use without significantly affecting the magnitude of residential population.

Glen E. Hill, Principal, Cleveland High School

Comment:

> We are particularly concerned about the parking availability around Powell Park as it pertains to effective park utilization, not only throughout the year but especially in regard to the baseball season. At present, lack of sufficient parking due to increased commercial development in the area has made spectator attendance a precarious thing at best. Plans indicate this is to be further limited by probable "No Parking" limitations on Powell Boulevard itself.
>
> As it now stands, there will also be no parking on S.E. 21st Avenue. This situation can be effectively rectified by creating a two-row parking area, stretching along the west side of Powell Park with access to the lot being off of S.E. 21st Avenue.

Response:

Although one of the proposals calls for the removal of on-street parking along Powell, there would be an exception in front of Powell Park.

By placing the sidewalk partially on park property, the parking lane fronting the park can remain. There is currently no proposal to restrict parking on S.E. 21st Avenue or S.E. 22nd Avenue bordering the park.

There has been a verbal agreement between the School Administration and Park Bureau to allow park patrons to use the school's parking lot on 26th Avenue on weekends and after regular school hours. Signs would have to be installed to regulate this.

A parking lot on park property would have to be constructed by the City and would not be a part of this project.

Comment:

> We've been concerned about the noise pollution - the level of noise. We have, of course, classrooms along the south side of the building that are very difficult to teach - particularly at certain times of the day and certain times of the year when it's necessary to open the windows for ventilation.

Response:

Noise levels currently being experienced at the exterior surface of Cleveland High School are approximately 78 dBA. Upon completion of the proposed modification, levels are expected to increase 1 dBA, 79 dBA in 1977. Due to the anticipated increase in use of Powell Boulevard, a noise increase of 2 dBA is expected by the year 2000, an exposure level of 80 dBA.

Additional noise analysis is planned for the completion of the "Noise Study Report", a separate document required by the Federal Highway Administration. In the course of this analysis, the feasibility of any noise mitigation measures for the building will be studied; e.g., double glazing for the windows on the south side.

In any case, the noise problem is one that currently exists, and this project will result in only a slight increase which probably would not be perceptable.

Comment:

> Another main concern, and this is a growing one, is the pollution from exhaust fumes.

Response:

There is little, if any, possibility of dangerous levels of air pollution at Cleveland High School resulting from local sources, or construction activities. The air quality analysis predicted what should be the highest concentrations, and these are less than the Federal standards. The meteorological conditions which could lead to the elevated concentrations noted in the analysis occur less than five-percent of the year in Portland. Changes in traffic volumes and speeds in future years have been considered in the analysis. Based on EPA emission factors from AP-42, Supplement 5, the year 1980 would be the critical year, that is, the year in which the maximum predicted pollutant concentrations could occur.

During construction the potential for elevated particulate levels will exist, principally in the form of dust. The dust nuisance can be contained by an effective watering program. It should be noted that the meteorological conditions producing elevated dust emissions are not the calm wind periods which are associated with high concentrations of gaseous pollutants.

There is no reason to believe that the quality of air being drawn into Cleveland High School at present, is more or less polluted than the air anywhere in the vicinity. No actual measurements have been made, nor are planned by OSHD.

Comment:

> I would like to have you consider the possibility of an overcrossing at 24th or 25th. I'm not exactly sure what

> that crosswalk would be and how easy it would be to get across, but right now it's very, very difficult to cross Powell Boulevard between 26th and all the way down to the light that intersects 21st. Most of the people have to come up to 26th in order to cross.

Response:

During project development, the Cleveland High School area was studied as a possible location for a pedestrian overcrossing. The high cost of a pedestrian structure would not be justified for several reasons. The traffic signals at 26th and 21st avenues, which would be improved by the proposed project, already provide safe crosswalks for students to use. In addition, prior experience has shown that a majority of teenagers will not use pedestrian overpasses in lieu of crossing the road directly.

G. Baldwin

Comment:

> I think some clarification as to the magnitude of conversion would be helpful because on one hand you're suggesting that improvement will accelerate conversion from residential, industrial, commercial uses and on the other hand, you're saying the improvement will have no impact on the population. Obviously, this is a sensitive issue in this area - the City is very much committed and stabilized in residential development in this area and the School District with declining enrollments in this area is also interested in this.

Response:

Refer to the response to J. M. Treone's statement on Page No. 89.

Too many variables exist to even approximate the magnitude of future land use conversion within the corridor. Future zoning will play a significant role in controlling this change as well as the health of the economy, energy availability, effectiveness of regional planning efforts, etc.

L. Schoessler

Comment:

> I happen to go to St. Ignatius Church, and a good many of our parishioners live south of Powell, and come to church that way. As I understand the present planning, you could not go straight across, but must turn right on Powell. This would necessitate the cars going immediately into the left-turn lane to turn into the parking lot; and, due to the number of cars involved, could possibly block the intersection.

Response:

The proposal will not allow vehicles to go from 42nd to 43rd Avenue but there will still be two accesses to St. Ignatius Church via 45th Avenue and the driveway east of 43rd. There are at least 220 feet of storage in the left-turn refuge for vehicles wanting to turn into the driveway, and another 280 feet to 45th Avenue. This will accommodate 11 and 14 vehicles respectively, and should be sufficient for the expected traffic volumes to keep the intersection at 43rd from being blocked.

R. W. Ball, Chairman, Powell Citizens Advisory Committee

Comment:

> Acting as liaison between the various neighborhood and business groups and the highway department personnel, we have attempted during the past year to obtain as much input from these organizations as possible and to help the highway department develop a plan which will accomplish the purpose intended.
>
> We feel that the plan that has been devised as of the public hearing of December 15th is a very good, complete and comprehensive proposal. However, we feel that further thought and study should be given to two specific areas.
>
> The first one is the pedestrian crossing in the area of S.E. 8th to 9th, and the second is the parking problem of the business people in the area around 21st and Powell. We are hopeful that a mutually satisfactory solution to the parking problem in the area will result from the meetings that the business people in the area are having with the City Planning and State Highway representatives.

Response:

The State Highway Division recommended including the overcrossing at 9th Avenue as a result of the hearing, and the city council approved its construction at their informal session.

Refer to response for H. Greenough on parking, Page No. 86.

J. F. Nevin

Comment:

> I wish to file formal objections to the proposed interchange from McLoughlin Boulevard onto Powell Boulevard at the Ross Island Bridge. I am the owner of the Victorian house located at 3040 S.E. McLoughlin which is on the corner of McLoughlin and Powell and overlooks the bridge. As the study indicates, this is one of the old historic homes in Portland and has been declared an Oregon historical landmark. I purchased the house with the intent to restore it to its original condition.
>
> In reviewing this proposed new ramp in front of my house with both my architect and the Historic Preservation Office, it is readily apparent that this will be severely detrimental to this house and the efforts to restore it and to have it used in the future as a practical, economic unit.
>
> The proposed ramp will carry a great amount of traffic and I am certain that much of this will be trucks and other commercial vehicles which will greatly increase the noise factor in the area. At the present time, noise from both the bridge traffic and McLoughlin Boulevard is such that a person is unable to carry on a conversation while standing in the front yard of the house. The house is fairly well constructed so the noise factor is tolerable on the inside but there are severe vibrations present from the truck traffic which cause difficulty in sleeping at night. The closeness and proximity of the ramp and the fact that it will, no doubt, be on an uphill grade causing trucks to shift down, will certainly enhance the noise level, and I am certain will make the house no longer feasible for residential purposes. I do not believe that the study adequately assessed this factor. I see no plans for any buffer shrubbery and even so, I am not certain this would make much difference.
>
> Secondly, the proposed ramp will cause closure of S.E. 5th Street, which currently is the access to the house from the Ross Island Bridge going eastbound. If the house is no longer feasible for residential purposes, its primary use must then be commercial office space or other similar use, however, with the deletion of ready access from downtown, this proposed commercial use is also severely curtailed and damaged.

Response:

This comment was jointly reviewed by the Highway Division and the State Historic Preservation Office. It was concluded that the issues raised are essentially pre-existing conditions and the proposed ramp will not significantly add to the adverse circumstances which already occur at the property site.

A noise study confirmed that the historic structure is currently being exposed to noise levels which exceed federal standards; however, the study further indicated that the proposed project will not result in any increase during the year of completion or in the year 2000.

Although the ramp area will be landscaped, "Buffer Shrubbery" is not proposed nor would it provide any measurable attenuation factor.

The proposed ramp will result in the closure of S.E. 5th Avenue, which is currently an unsafe access to the cul-de-sac area. The use of the historic structure as commercial office space would not be significantly affected by rerouting the access via 7th, Kelly, and 6th Avenue, provided that effective signing is implemented by the owner. This type of commercial use does not rely on attracting impromptu stop-ins by passing motorists such as a fast-food restaurant, or a quick-stop grocery would. The patron of commercial office services would be more prone to have a planned visit and the short additional travel distance would make little difference.

The proposed project has a beneficial impact on the historic property in that a safer access will be provided.

BASIS FOR NEGATIVE DECLARATION

In conclusion, the Oregon State Highway Division feels that this project constitutes a major action as defined in the Federal Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the action will not have a significant impact on the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

GWK/ldo
4/12/77

4/14/77
Date

~~Deputy~~ Asst State Highway Engineer

Date

FHWA Division Administrator

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APPENDIX I

Summary of the Acquisition of Property and Relocation Assistance Programs

For Federally-assisted projects, acquisition and relocation assistance procedures are governed by the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," appropriate State Relocation Legislation and U.S. Department of Transportation Order 5620.1.

Right of way acquisition and relocation for this project is administered by the Metro Right of Way Office. Specific questions concerning right of way can be answered by contacting:

Metro Right of Way Office
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213
Telephone No: 238-8215

The right of way program for this project is under the supervision of Mr. Louis C. Grothaus, whose office is at the above address.

Summaries of the right of way acquisition program and the relocation assistance program, including benefits, are contained herein, as follows: Information on these programs is drawn from two Oregon State Highway Division leaflets, "Acquiring Land for Highways" (Form No. 81-734-3773, Rev. 3-1-75) and "Moving Because of the Highway?" (Form No. 81-734-3772, Rev. 8-1-75). Copies of these leaflets will be available at the public hearing on this project.

[illegible] supplements [illegible] State Highway Division [illegible] must be filed with [illegible] no later than 18 months [illegible] placement or six months after final [illegible] condemnation case.

Before payments for any replacement dwelling [illegible] the replacement dwelling [illegible] checked by State Highway Division [illegible] that it meets the decent, safe [illegible] standards established by the Federal [illegible] Transportation. We advise that you [illegible] determination made prior to making a commitment to rent or buy.

POSSESSION

[illegible] lawfully occupying real property [illegible] to move from his home, farm or [illegible] without at least 90 days written [illegible] will not be issued prior to the [illegible] of the property.

APPEALS

[illegible] is dissatisfied with any ruling [illegible] for any relocation benefit [illegible] the right of appeal. Appeal forms [illegible] the right of way agent who is [illegible] acquisition. The Chief [illegible] Highway Division has [illegible] Supervisor and the Right [illegible] Highway Division as an appeals [illegible] be filed with the board within one [illegible] date of displacement.

[illegible] making such an appeal will be given [illegible] to be heard at an appeal hearing [illegible] his complaint. A prompt decision [illegible] reasons in support of the result [illegible]

[illegible] dissatisfied with the decision of [illegible] a final appeal, in writing, [illegible] Highway Division in Salem

RIGHT OF WAY AGENT

[illegible] detailed information [illegible] and possible benefits by the [illegible] to acquire the property

1970 RELOCATION ACT - MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants ent to same benefits. Must occupy at initiatio negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal	Actual		

Including	
Costs incidental to purchase of replacement dwelling	
And Including	
Increased interest cost on replacement dwelling	
Or	
Rent Supplement	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$ 500 maximum
Or	
Storage of personal property up to twelve months, when necessary	Actual

81-734-3772
Rev. 8-1-75

Or	
Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$ 500 maximum
Or	
Storage of personal property up to twelve months, if necessary	Actual

Or	
Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
Plus	
Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Plus	
Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus	
Storage of personal property up to twelve months, when necessary	Actual
Or	
Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum

---

MOVING BECAUSE OF THE HIGHWAY?

A DESCRIPTION OF THE HIGHWAY DIVISION'S RELOCATION ASSISTANCE PROGRAM

State Highway Division policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the State Highway Division property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON STATE HIGHWAY DIVISION

[illegible] 91-646, Title II, Section 216, states as [illegible] "No payment received under this title" [illegible] payments) "shall be considered as [illegible] for the purposes of the Internal Revenue Code of 1954, or for the purpose of determining [illegible] eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The State Highway Division maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
653-3113

[illegible] State Street
Salem 97310
Telephone No.
378 2641

1058 W. Harvard
Roseburg 97470
Telephone No
672-6541, Ext. 226

[illegible] The Dalles-California Highway
[illegible]
Telephone No.
[illegible] 1911, Ext. 38

1102 "K" Street
La Grande 97850
Telephone No.
963-8446

[illegible] current lists of replacement [illegible] forms for displaced persons, as [illegible] required deposits for utilities, [illegible] down payments, interest rates, and [illegible] and information. The offices [illegible] location of schools, parks, [illegible] Public transportation [illegible] and fare information is [illegible] right of way agent is available [illegible] to the fullest extent. [illegible] expect and will not accept [illegible]

ELIGIBILITY

[illegible]

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm] $140 [3 rm] $220 [5 rm]
$100 [2 rm] $180 [4 rm] $260 [6 rm]
Seven or more rooms - $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE
[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FAR
ORGAN
MOVING

Displaced businesses nonprofit organizations in negotiations for the prop actual reasonable movi personal property a d 50-mile radius or to adequate site. The actua searching for a replac claimed up to $500 for to $100 for advertisin payments must be suppo other evidence of expen

As an alternate mov the case of a self operation or nonprofit amount not to exceed secured by the State competent moving comp

Under certain condi nonprofit organizations m losses of tangible persona necessity to relocate.

In lieu of moving ex discontinued business advertising sign owners, elect to receive an amou net earnings of the busi the two tax years imm which such business or f payment cannot exceed than $2,500. Those who are not eligible for payment.

STORAGE OF P

Occasionally, unusu storage of personal prop displaced owner and the may qualify for a pay moving expense pay understood that those d or in lieu moving exp receive the storage ex benefit requires the w Highway Division and

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BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations in occupancy at the start of negotiations for the property are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000 This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement 'dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or a tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

[illegible] ready and willing to reconsider its [illegible] in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the State Highway Division [illegible] fully-staffed Regional Right of Way Offices at the following locations:

[illegible] an Street
[illegible]
Telephone No.
[illegible]-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
653-3116

[illegible] Street
[illegible]
[illegible] No.
[illegible]

1523 SE Cobb Street
Roseburg 97470
Telephone No.
672-6541, Ext. 226

[illegible] Dalles
[illegible] Highway
[illegible]
[illegible] No.
[illegible], Ext. 38

1102 "K" Street
LaGrande 97850
Telephone No.
963-8446

[illegible] questions concerning right-of-way [illegible] encouraged to contact the nearest [illegible].

QUESTIONS AND ANSWERS

[illegible]

1. [illegible] does the Right of Way Agent [illegible] the property? [illegible]

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the State Highway Division prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

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at public auction after
the newspapers. All sales
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way necessary? Why can't
rebuilt?

The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. **Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways?**

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Highway Division who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Division will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

81-734-2273
Rev. 5-1-75

ACQUIRING
LAND
FOR
HIGHWAYS

A description of the Highway Division's
land acquisition program

OREGON
STATE
HIGHWAY
DIVISION

[illegible] the difficult task of acquiring [illegible]. It is the aim and desire of the [illegible] necessary rights-of-way with [illegible].

[illegible] State is empowered to acquire private [illegible] for public use in order to provide the greatest [illegible] the greatest number. With this power goes [illegible] to protect the rights of the individual [illegible] owner. The Highway Division thus has a dual [illegible] recognition and protection of the individuals who are affected by acquisition of land and [illegible] and efficient service to the public.

PUBLIC HEARINGS

[illegible] hearings, when requested, are held during [illegible] design stages of a project. Such [illegible] afford each person or agency full opportunity [illegible] effective public participation to ensure that [illegible] locations and designs are consistent with [illegible] local goals and objectives.

[illegible] hearing is held after preliminary studies [illegible] on several possible corridor routes. [illegible] gathered in the studies is presented at a [illegible]. During the course of the hearing, [illegible] interested persons is recorded for [illegible] Division personnel and the Oregon [illegible] Commission.

[illegible] selection of a corridor location by the [illegible] Commission, a detailed survey within [illegible] is made and a preliminary design plan [illegible] for later presentation at a "Design [illegible] the course of the survey, a Liaison [illegible] to interview all property owners [illegible] the effect the proposed highway [illegible].

[illegible] of "Design Hearings" provides all [illegible] and public agencies an opportunity [illegible] for consideration of final [illegible].

[illegible] a choice of corridors is not [illegible] the case of an improvement [illegible] highway, a single "Combination [illegible]" may be held.

[illegible] have been studied, a [illegible] Transportation [illegible]

[illegible] authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the

amount be less than the app
cash market value of the prop
value may be defined as the
would pay for a property offer
with neither party having any ot
or sell. This is known as the "
seller" concept and is the basis

In instances in which
property is to be acquired, the
on either the value of the land
the remainder, if any, or
method. This means that the o
the difference in the market v
before the State's acquisition
immediately thereafter.

Any decrease or increase i
value of the real property
valuation caused by the public
the property is acquired, or by
property would be acquired f
other than that due to physica
the reasonable control of
disregarded in determining th
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Property damage paymen
can be made only to those per
actually purchased or used
Division.

MOVING IMPROV

The law states that the pro
to money for his property; h
have his house or buildings m
provided certain conditions are

The property owner must
and the total cost to the State
purchase.

The property owner
arrangements for moving the b
able to undertake the work n
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PAYMEN

An understanding of the
agreement and the payment
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payment.

The option agreement m
Oregon Transportation Com
has been received, the proper

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CEDURE

l procedures, which are
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fee appraiser, or both.
properties are involved,
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if any, are studied and
necked by the Highway
s and then approved for

the busy work schedules
ppraisers, explains the
he time of the appraisal
Way Agent.

VAY AGENT

gent who calls on the
the appraisal and can
other data how the
property. The Agent has
d a price and obtain an
perty, which option is
pervisors and the Oregon
It should be noted that
the procedures governing
ding"; he is confined to
ed by appraisal.
nplete acquisition and
but not at the expense of
ideration of the State's

VALUE

of negotiations for real
vision will establish an
be just compensation and
acquire the property for
hed. In no event will the

amount be less than the approved [illegible] of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

a [illegible] may [illegible] [illegible] been [illegible] in th[illegible]

Any encumbrances to the [illegible] taxes, assessments, mortgage [illegible] the like, must be [illegible] preparation of a voucher. At [illegible] available for recording, a [illegible] forwarded to the Highway [illegible] preparation of a check in payment [illegible] Under normal circumstances, in which [illegible] obscures the title, about four weeks [illegible] the time a deed is received from the [illegible] and the time a check is mailed to him.

No person lawfully occupying real property [illegible] be required to move from his home, farm [illegible] location without at least 90 days' written n[illegible] notice will not be issued prior to the State's [illegible] of the property; however, in no event [illegible] owner-occupant be required to surrender po[illegible] prior to receiving payment. In the event the property owner is unable to convey and clear title [illegible] to the State, or in the event the State and [illegible] owner cannot reach a mutually-satis[illegible] a condemnation action will be filed [illegible] established by the State as just compensation will [illegible] deposited with the court for distribution [illegible] accordance with the order of the court.

POSSESSION

At the time negotiations are [illegible] property owner, all tenants on the property as [illegible] the owner will be notified in writing that it [illegible] intent of the Highway Division to acquire the property and give the requirements for eligibility for [illegible] benefits.

The Division is aware of the need of [illegible] time for relocation. If a property is not needed [illegible] several months, continued occupancy may be permitted at a reasonable rental through the [illegible] Property Agent.

EMINENT DOMAIN

[illegible] property owner need not [illegible] the State's offer [illegible] into an agreement he [illegible] A [illegible] two [illegible] the value of the property. [illegible] Divi[illegible] restr[illegible] cash [illegible] value.

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND, OREGON 97205 Telephone (503) 229-6086

April 7, 1977

NOTED
E. S. HUNTER

Copy to
E.S. Hunter
Bill Kapps
Geo
Pete
Rich
file

Mr. Gary Potter, Manager
Environmental Section
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: SE 52nd Ave. - Ross Is. Bridge
AQ Highway File No. 26-6029
Determination of Consistency- SIP

Dear Mr. Potter:

I have now reviewed both the Draft Negative Declaration and the Powell Blvd. Air Quality Supportive Data Report as requested in your letter of March 25, 1977. I have made the following determinations:

a) The Indirect Source Construction Permit Application is essentially complete and ready for further processing subject to your submittal of the Final Draft Negative Declaration and a description of the project as it is to be constructed. Upon receipt of this information, we will begin action on issuing our proposed decision on the project.

b) The project is consistent with the State of Oregon Clean Air Act Implementation Plan. This determination is based on the improvements in air quality attributed to the build alternative. It is made in spite of a large number of technical criticisms the Department has regarding prediction methodologies, base data and assumptions. These criticisms will not be elaborated on at this time since the correction of analytical deficiencies will not affect the relative improvement of air quality under the build alternative as compared to the no-build alternative.

I hope these comments are satisfactory for your purposes. If you have any questions or require any additional comments from the Department, please let me know. I am looking forward to working with your agency in Phase II development of the Powell Blvd. project.

Sincerely,

WILLIAM H. YOUNG
Director

Anthony J. George J.
Anthony J. George, Jr.
Transportation Control Program Coordinator

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

AJG:h

cc: ✓ Robert Bothma

DEQ-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310

April 6, 1977

NOTED
R.D. TRYGSTAD

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Projects

TO: R. N. Bothman
Assistant State Highway Engineer

NOTED
JOHN HANKS

I have been trying to trace the events that occurred involving the Ross Island Bridge-52nd Avenue Section of the Powell Boulevard Traffic Signal System. From what I can find out, no office had any real input into the types of operation.

Mike Borresen's letter of March 16 requested our examination of the signal operation proposals that he had attached to the letter. At least a part of this information came through the back door from one of Bill Zirbes' signal designers. As far as I can find out, the technicians from the City of Portland Traffic Bureau knew nothing about the proposed system operation.

I believe that you have several good points in your letter. Namely, there are going to be more and more of these types of projects in the future and we do need better coordination and communication between the initial planning and the preliminary design stages of approject. In the instance under discussion, I think we have several problems. First, there must be quite a communication problem within Don Bergstrom's office. Second, I believe there has been some confusion between your people and mine involving what is needed in the way of information and what is expected from various people. In an effort to provide the right people at the right time, I would like to suggest that your Project Coordinators channel their requests through me or Roger Trygstad instead of going directly to the several individuals performing services for your office.

In addition, I would also suggest that at the appropriate point in the developmental process, that we provide Bill Zirbes to assist in giving the technical expertise in the field of signal operations. John Hanks would still be available, as usual, for traffic forecasting and for operational analyses. Perhaps through your persuasion,,you can convince Don Bergstrom that technical assistance can also be provided from his office on a consulting type basis. This would enable Bill Zirbes and Jim Wilson to work together at the appropriate time in the preliminary stages.

In the case of the Powell Boulevard Project, there was no intention on our part to pre-empt the established goals of the traffic signal system. We were attempting to determine whether or not the type of operation outlined in Mike's letter could successfully be set up to operate as a total signal system. Right at the moment, I am not sure it is possible.

I believe that with John Hanks and Bill Zirbes performing at the proper time in the project development, that we can, not only insure a proper

TO: R. N. Bothman
Page 2
April 6, 1977

signal system, but also their assistance can make the development process move more rapidly. As we get into these types of projects, why don't we try the procedure of having your Project Coordinator contact me and between the two of us we can determine whether John or Bill or both need to be at a particular meeting.

L. E. George
Traffic Engineer

LEG:ds

bc: W. R. Zirbes
John Hanks

NOTED
W. R. ZIRBES

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: April 1, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Traffic signals, Powell Boulevard
Ross Island Bridge/52nd Avenue section

Your letter of March 28, indicates the Portland traffic signal section is not in agreement with a major portion of the proposed signals on the subject project.

The Portland traffic bureau has been a major participant in the development of this project. In fact, major portions of the project involve traffic handling, and has been accomplished at the specific request of the Portland traffic bureau.

The approved project clearly delineating the signalization has been approved by the city council, subject to testimony from the traffic bureau.

In developing these kinds of projects, and we will have more now that more traffic-oriented problems need solving, we will be dealing with signalization as a solution to problems and not construction of more lanes or new interchanges.

I think we need to do a good job of coordination between the traffic planning effort--Jack Sullivan and John Hanks, and the traffic design section--Bill Zirbes. We have another problem--for this same coordination between city traffic and design bureaus. I have discussed this with Don Bergstrom and will work with him to see the proper coordination is established between his bureaus.

The objectives for Powell Boulevard have been worked out over a year's period of project development, have been approved by the various bureaus in the city and ODOT, as well as by the city council and the Oregon Transportation Commission. A major objective of the project is related to the traffic signalization, the capacity of the facility, and the operation of the facility. Those objectives are not subject to change by technicians once the decision is made. These projects, which now take a year to a year-and-a-half to develop, must be coordinated during that period to alleviate the seeming conflict we apparently have on the Powell Boulevard project, expressed in your letter of March 28.

I would appreciate any comments you might have to address the problem indicated.

ebg

Jim Wilson

NOTED
JOHN HANKS

NOTED
L.E. GEORGE

RECEIVED
APR 4 1977
TRAFFIC ENGINEERING

81-128-1387

1978 Ross Island Br.,-SE 50th 8860
Sec., Mt. Hood Hwy.(Powell Blvd.)
(gr.,pv.,str.,sign.,ill.,sig.) #1

C9A 6688
~~C9A 6698~~

(#2).

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 30, 1977

TO
Executive Department
Federal Aid Coordination Unit

Columbia Region Association of
Governments
527 S.W. Hall St.
Portland, OR 97201

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

D E Swan

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2b
Section: Ross Island Br.-SE 52nd Ave.
Highway: Mt. Hood Hwy. (Powell Blvd.)
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 2, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. J. Hart
District Engineer: J. D. McClure
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: State Highway Division

03 12] APPLICANT ADDRESS STREET [45: DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Ross Island Br.-SE 52nd Ave.

11 12] PROJECT LOCATION—CITY: Mt. Hood Hwy. (Powell Blvd.) US 26 — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION [79 SEC: T: 1S R: 1E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is approximately 2.7 miles in length and involves acquisition

06 12] of right-of-way, grading, paving and incidental work to improve Powell Blvd. [71

07 12] between Ross Island Br. and S.E. 52nd Avenue (See attachment). [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
4,461,600		738,400			5,200,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 30, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 2 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 30, 1977

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of Major Non-Significant environmental impact under Oregon's Action Plan.

Action Plan procedures will be followed in regard to hearings and right-of-way.

[illegible] 3-21-77

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: IX-24(4) & IX-24(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71108 - 71109

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sem | Att | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2-28-77

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

"Ross Island Bridge - S.E. 52nd Ave" and "S.E. 52nd Ave.-S.E. 92nd Ave" (Portland) Sections.

GENERAL DESCRIPTION OF WORK:

Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program Change.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-16-77 and 3-18-77 letters, I approve the program change withdrawing consolidated primary funding for the subject projects and approving Interstate Transfer funds (advice NC 3-6-10) for funding.

DATE: 3-21-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hassmer for

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

ROBERT W STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 14, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Study Report
Project No. F-24(4)
Ross Island Br.-SE 52nd Ave. Sec.
Mt. Hood Highway
Multnomah County

Attached for your information is a copy of the study report for the subject project to aid you in your consultation with the Oregon State Highway Division during preparation of the final Negative Declaration.

Included with the study report are the following documents:

TOPIC	NO. OF COPIES
Public Hearing Transcript	1
Hearing Information	1
Traffic Report	1
Safety Improvement Study	1

JLG:ljt
Attachments

cc: H. S. Coulter
R. N. Bothman
F. E. Terpin
Gary Potter
J. H. Versteeg
R. W. Ellison
W. Wakerlig

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8:6

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24-(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71108

TO:

Mr. H. S. Coulter, State Highway Engr.
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 2 77
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2-28-77	Primary 24 Primary 26

GENERAL LOCATION:
"Ross Island Bridge - S.E. 52nd Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain Final Negative Declaration. TEC $35,000 - FF $30,000.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-15-77 letter, you are authorized to proceed with the work shown above.

Also, as requested, the above authorization is made with the understanding that the eligibility date of 2-28-77 has been established for use of Interstate substitution funds when they become available.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-28-77		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: State Highway
PROJECT TITLE: Ross Island Br-S.E. 52nd Avenue
PNRS #: 7701 2 1100
DATE: February 24, 1977

The State Clearinghouse has received additional comments from Division of State Lands subsequent to our conclusion letter of February 23, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

2/25/77
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
R. N. Bothman, Metro
J. D. McClure, Dist. 2b
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

(XXX) Please consider this letter and enclosure(s) an addendum to our previous letter.

(XXX) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD

Info
Investigate
R/D
Action
File
Letter
Service
FOR
REFER TO
FEB 25 '77
PROJECT MANAGEMENT

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

RECEIVED
FEB 2 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7701 2 1100 Due Date: FEB 18 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. Stone

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

AGEMENT
FEB 24 '77
REFER TO
FOR
Info | Invest. & Rpt | R/D | Action | File | Letter | See me

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway

PROJECT TITLE: Ross Island Br.-S.E. 52nd Avenue

DATE: February 23, 1977

The state has reviewed your project and reached the following conclusions:

2/25/77
cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
R. N. Bothman, Metro
J. D. McClure, Dist.2b
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible]~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7701 2 1100

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

1 RS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
FEB 02 1977

PNRS STATE REVIEW

Project #: 7701 2 1100 Due Date: FEB 18 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.
permit application received -- must be completed.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J George J.

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
FEB 2 1977
SALEM

1977

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7701 2 1100 Due Date: FEB 18 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Ellen Hart

PNRS # 7701 2[illegible]100

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for City of Portland and to reach compliance with the state-wide land use goals. The City has adopted a schedule and work program for reaching compliance with the state-wide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between state-wide goals #12 (Transportation) etc. and the project should receive special attention In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the state-wide land use goals.

2/10/77
cg

PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

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PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary

\- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS PRELIMINARY ENGINEERING SURVEY FOR THE ROSS ISLAND BRIDGE - S.E. 52ND ST. SECTION OF POWELL BLVD WILL NOT IN ITSELF IMPACT CULTURAL RESOURCES. THIS OFFICE WOULD REQUEST AN OPPORTUNITY FOR FINAL REVIEW PRIOR TO CONSTRUCTION.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: February 15, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard

The Transportation Technical Advisory Committee of CRAG approved the A-95 Reviews for the Powell Boulevard, Ross Island Bridge to 52nd Avenue Section, and the Powell Boulevard, Southeast 52nd Avenue to 92nd Avenue Section.

Also approved was a resolution to advance both sections with new cost figures to the Governor and ODOT to provide for preliminary engineering in the total amount of $490,000. This includes both sections.

Also presented was the request to advance to the Governor and ODOT the right-of-way and construction estimate on Section 1 of $5.2 million.

A discussion pursued the high cost increase in the PE request caused by extension of the process over a twelve-month period, the additional work for citizen participation, and additional elements added to the project during the process.

The director of CRAG will draft the resolution for the board. This should be followed up by ODOT to assure the proposal presented to the board by Larry Rice meets the requirements of Larry Rulien in order to proceed with the programming of the necessary monies for this project, for the PE on the two sections and for right-of-way and construction for Section 1.

ebg

cc: F. B. Klaboe
L. W. Rulien
J. H. Versteeg
G. A. Potter
J. B. Boyd

RECEIVED
DOT OPERATIONS
FEB 16 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]
F. B. [illegible]

1-125-1387

8260

26

Salem, Oregon
February 3, 1977

Duane O. Christensen
Final Design Engineer

Mike Borresen
Metropolitan Section

Ross Island Bridge--
SE 52nd Ave. (SE Powell Blvd.)
Mt. Hood Highway
Multnomah County

The preliminary estimate for "plan 4 revised" of the subject section has been reviewed in depth by Final Design, Specifications, Bridge Section, Traffic, Utilities and Cost Analysis.

Based on the information provided we have rough checked quantities and added items that appeared to be missing. Attached is a revised estimate and a copy of the one provided for our review. The revised estimate for this project is $4,536,000 based on our review.

DOC:az
cc: R. N. Bothman
L. W. Rulien
L. K. Watson

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 0 3 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

ROSS ISLAND BRIDGE--SE 52ND AVE. (SE POWELL BLVD.)
Mt. Hood Highway
Multnomah County

COST SUMMARY ESTIMATE

Plan #4 Revised

ITEM	UNIT	QUANTITY	UNIT COST	AMOUNT
Mobilization (8%)	Lump Sum	All	All	$ 122,380
Temp. Protection & Dir. of Traffic (3%)	Lump Sum	All	All	65,000
Temporary Signs	Sq. Ft.	1,000	$ 6.00	6,000
Temp Barricades	Each	60	100.00	6,000
Flagmen	Hours	2,000	15.00	30,000
Temp. Plastic Safety Markers	Each	50	85.00	4,250
Clearing & Grubbing	Lump Sum	All	All	10,000
Embankment in Place	Cu. Yd.	8,100	6.00	48,600
General Excavation	Cu. Yd.	9,000	5.00	45,000
Trench Excavation	Cu. Yd.	230	10.00	2,300
Curb Removal	Lin. Ft.	24,700	1.00	24,700
Sawing Conc. Walk	Lin. Ft.	1,500	.50	750
Sidewalk & Island Removal	Sq. Yd.	19,800	2.50	49,500
Pavement Removal	Sq. Yd.	2,400	3.00	7,200
Finish Roadbed & Slopes	Lump Sum	All	All	4,000
Watering	M-Gal.	50	10.00	500
Asph. Concrete Mixture	Ton	26,100	11.50	300,150
Plant Mix Bit. Base	Ton	7,700	10.50	80,850
Asphalt Cement in Mixes	Ton	2,120	85.00	180,200
Aggregate Base Rock	Ton	7,360	7.50	55,200
12-inch Conc. Sewer Pipe	Lin. Ft.	520	12.00	6,240
Conc. Inlets, Type "P"	Each	66	350.00	23,100
Manholes	Each	10	1,200.00	12,000

COST SUMMARY ESTIMATE
FEBRUARY 3, 1977
Page 2

ITEM	UNIT	QUANTITY	UNIT COST		AMOUNT
Adjust Manholes	Each	52	$ 175.00		$ 9,100
Adjust Inlets	Each	20	150.00		3,000
Cap or Remove Inlets	Each	62	100.00		6,200
Conc. in Retaining Wall	Cu. Yd.	22	150.00		3,300
Steel in Retaining Wall	Lb.	1200	.50		600
P.C.C. Curbs, Type "C"	Lin. Ft.	21,640	3.85		83,310
P.C.C. Sidewalks	Sq. Yd.	11,570	8.00		92,560
Extra for Street Approaches	Each	55	250.00		13,750
Adjust Monument Boxes	Each	4	150.00		600
P.C.C. Driveways	Sq. Yds.	5,185	16.00		82,960
Landscaping, Lawn, Tree, etc.	Sq. Ft.	80,000	.75		60,000
Topsoil in Place	Cu. Yd.	1,400			10,500
Pedestrian Overcrossings 47th Ave. = 1 9th Ave. = 1	Each	2	100,000.00		200,000
GM Type Wall	Lin. Ft.	160	20.00		3,200
			SUBTOTAL		$1,653,000
			ENGINEERING & CONTINGENCIES (40%)		662,000
			TOTAL		$2,315,000
Striping				$2,220,000	11,000
Permanent Signing					25,000
Signalization -- Traffic Signals-- 8 Misc. Signals & Interconnect	Lump Sum	All	All		500,000
Portland Water Bureau--Reimbursible					135,000
R/W Costs of R/W & Relocation					900,000
Illumination					650,000
			TOTAL		$4,536,000

8860

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
February 3, 1977

1859

FROM: E. L. Scofield
Sign Design Engineer

TO: MEMO TO FILE

SUBJECT: Striping
Ross Island Bridge-52nd Avenue
Section
Mt. Hood Highway
Multnomah County

Today I gave Don Stoudenmeyer of the Road Design Section a cost estimate of $7,500 for striping on the above-named section. To supplement the lines with pavement markers, an additional $3,000 would be required.

ELS:ds

cc: Don Stoudenmeyer

______Versteeg______
1 Olson______
2 Christensen______
______Scott______
______Swenson______
______Savage______
______Trout______

RECEIVED
FEB 0 3 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____/____
Other______

REFERRED TO

______Beard______	______Reed______
______Cole______	______Sampson______
______Eriksen______	✓ ______Watson______
______Heger______	______Wolters______

[✓ Return] Discuss Do File Copy D...
BY FINAL DESIGN ENGINEER

26 26-1301
(330)

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK BRESNAN
Resident Locating Engineer

DATE: January 28, 1977

FROM: MICHAEL BORRESEN
Project Coordinator

SUBJECT: **Powell Boulevard Design**

During the project development phase leading to the corridor-design hearing in December, numerous requests were made by local businessmen and residents. If possible, please incorporate these requests into the preliminary design.

1. The Morrison Center at 3355 Southeast Powell would like a wider driveway approach since they share it with the Parry Center.
2. Make 8th Avenue one-way southbound between Woodward and Powell, keeping a parking lane on the east side of 8th only.
3. Seventh Avenue between Woodward and Powell will be vacated, therefore, place a driveway approach at each end of the vacated parcel to allow good access to the businesses.
4. Design the cul-de-sac at 6th Avenue to allow perpendicular parking facing the ramp. Also plant buffer strip landscaping between the ramp and cul-de-sac.
5. Leave sidewalk area as is (12 feet) on northwest side of 13th Place and start the taper west of the existing curb radius. This should keep the Reliable Credit sign within the limits of the City sign ordinance.
6. Lengthen the curb radius on the northeast side of 21st to allow trucks to negotiate the turn. City Traffic Bureau should restrict parking near the intersection on 21st and place "No Trucks" signs on 22nd Avenue.
7. Extend concrete island in the median of 17th Avenue undercrossing across 20th Avenue to prevent W-N turn movement.
8. Remove the angle point in front of the Elton Athletic Field and Parry Center without buying any right-of-way.

ldo

cc Versteeg

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 0 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form 81-734-2010

OR ON STATE HIGHWAY DIV ON

INTER-OFFICE CORRESPONDENCE

FILE: ~~HT~~ 9

NOTED
H.S. COULTER

Portland, OR 97213
January 28, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: E-4 projects status

TO: JAMES D. MC CLURE
Project Development Engineer

The status of E-4 projects is as follows:

1. The Banfield project - Preliminary engineering for the Banfield project has been approved by the CRAG board, the Governor, and Secretary Coleman. The programming of funds has been submitted to FHWA by Rulien and is currently at the Washington, D.C. level pending approval. FHWA in D.C. has submitted a request to UMTA for the monies in order to proceed with the programming under FHWA procedures. November 23 has been established as the cutoff date for backcharging from the current primary programming of PE to the use of E-4 monies for PE. Therefore, upon approval of the program, all expenditures after November 23 will be charged against the programming under the primary program for the Banfield, but using E-4 monies.

   I believe it premature to proceed to funding local jurisdictions. We should be ready to proceed with establishing monies to support the city of Portland and Tri-Met activities in the corridor upon approval of the programming now pending approval.

2. Sunset Highway - This is generally in the same status as the Banfield.

3. Powell Boulevard - Preliminary engineering for both sections of Powell (Ross Island Bridge to 52nd Avenue, and 50th Avenue to I-205) has been approved by the CRAG board, the Governor, and submitted to the Secretary of Transportation for approval. The programming of funds has been sent to FHWA by Rulien and is now in Washington, D.C. pending approval. No date has been established as a cutoff for backcharging from the current state bond programming of PE to use E-4 monies for PE. Rulien should see to the establishment of a date after which charges to both sections can be charged to the money to be received from E-4 through the primary program.

   An Authority for Survey should be submitted expeditiously for completion of the current PE on the Ross Island Bridge to 52nd Avenue section, and for the entire PE for the 50th Avenue to I-205 section. These two Authority for Surveys should be consistent with the data previously sent to Rulien for programming the work. Subject to the establishment of a date after which all charges for these two projects can be made against the E-4 dollars. and subject to the approval of the Authority for Survey on the second section, work can start on that second section. The state's gamble in the approval of the E-4 is covered by the state bond monies currently approved at the CRAG board for this project and can certainly cover any loss we might incur by using federal aid primary monies for PE that are not approved for backup by E-4 monies.

Borresen should prepare the two Authority for Surveys, working with Ewen, and submit them for my approval and transmittal to Salem through Terpin. It will take a cover letter to explain that the project request and assessment on the second section has been processed, approved, etc., and that the programming of that money with the FHWA has been accomplished by Rulien, and that the project has been approved by the Commission, and that it is in order to approve a survey order to initiate the work on the second section of Powell.

4. 72nd Avenue (Multnomah County) - This project has been approved by the CRAG board and the Governor, and submitted to the Secretary for approval. The project has not been programmed by Rulien, pending transmittal of the project request assessment, etc., to Rulien. This is now to be accomplished by Metro and should be done expeditiously.

5. Burnside Bridge - Same as 72nd Avenue

6. 72nd Avenue Interchange/Highway 217 - This project was approved by the CRAG board for E-4 funding on January 27. The next step is to prepare the resolution which Spence should do, for transmittal of this project through the CRAG board to the Governor for approval and forwarding to the Secretary for approval. This should be accomplished by the CRAG board in February and establish that project for E-4 funding. We should prepare and transmit to Rulien the necessary data, including the project request, assessment, and funding requirements,in order that upon approval he can proceed to program, under the urban system, the preliminary engineering,right-of-way and construction for this project. The entire project will be programmed at one time for $1.7 million.

7. Broadway Bridge - Same as 72nd Avenue Interchange/Highway 217

ebg

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rulien
D. R. Adams

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
FOR
D/R Sign File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 27, 1977

FILE: 26-1301
(140)

NOTED
H. S. COULTER

FROM: MICHAEL BORRESEN Borresen
Project Coordinator

SUBJECT: Informal City Council Meeting
Powell Boulevard

TO: MEMO TO THE FILE

Doug Wright reviewed the history of the project and described the formation of the advisory committees and the funding to be used.

Borresen described the project being recommended to the council, and addressed some of the positive and negative impacts of the project and the options. The pedestrian overcrossing at 9th Avenue is the only option being recommended to the council. The reasons for eliminating the others were also discussed.

Mildred Schwab asked about the safety of the continuous left-turn refuge when two vehicles, coming from opposite directions, attempt to turn at the same time and at the same place in the lane. This matter was discussed with the city traffic engineers when the project was initiated. There have not been any real problems on existing systems and statistics show the lanes prevent more accidents than they indirectly cause.

Mayor Goldschmidt asked about Cleveland High School's noise and traffic-pedestrian problems. Noise mitigation measures were recommended in the negative declaration. Authorization whether to include noise mitigation in the final design should be accomplished by the formal hearing. Traffic problems on 26th Avenue will have to be studied by the City Traffic Bureau.

COPY
#8748

Ernie Munch described the various parking options for the area from 20th to 29th avenues. The council recommended further investigation, including interviewing the businessmen and home owners, to develop an equitable plan before the formal hearing.

Doug Wright will draft the ordinance and said the tentative date of the formal hearing is February 10.

ldo

cc: F. B. Klaboe
[redacted]

RECEIVED
STATE HWY ENGR
JAN 28 '77
REFER TO
FOR

[illegible]	[illegible]	[illegible]	D/R	Sign	Act	File

(#2)

1859
ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 24, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of
Governments (CRAG)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Ross Island Br.-S.E. 52nd Ave.
Highway: Mt. Hood Highway (Powell Blvd.) US26
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 25, 1977.

BLG:dpy

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Bob Ellison

Region Engineer: R. N. Bothman - Metro
District Engineer: W. W. Geibel - District 2
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford
R. E. Etherington, CRAG - District 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 — DEPARTMENT OF TRANSPORTATION
46] DIVISION [79 — STATE HIGHWAY DIVISION

03 12] APPLICANT ADDRESS STREET [45 — DEPARTMENT OF TRANSPORTATION BUILDING
46] CITY [60 — Salem
76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — L. W. Rulien
46] AREA CODE [48 — 503
49] PHONE [55 — 378
56] EXTENSION [59 — 6563

01 12] PROJECT TITLE [71 — Ross Island Br.-S.E. 52nd Ave.

11 12] PROJECT LOCATION—CITY — Mt. Hood Highway (Powell Blvd) US26
PROJECT LOCATION—COUNTY — Multnomah
PROJECT LOCATION [79 — SEC: T. 1S R. 1E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to [71
06 12] identify a possible improvement project to be considered for future construc- [71
07 12] tion. The survey begins at M.P. 1.0 thence along the existing facility to [71
08 12] M.P. 3.67, overall length 2.7 miles. [71
09 12] [71
10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
51,480	--	8,520	--	--	60,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — TITLE 23 USC HIGHWAYS

15 12] FEDERAL AGENCY NAME [45 — U.S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79 — Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: January 25, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 February 43] DAY [44 25, 45] YEAR [46 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 HIGHWAY PLANNING AND CONSTRUCTION

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 24, 1977

VI. If project includes state funds (12C), identify agency STATE HIGHWAY DIVISION

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

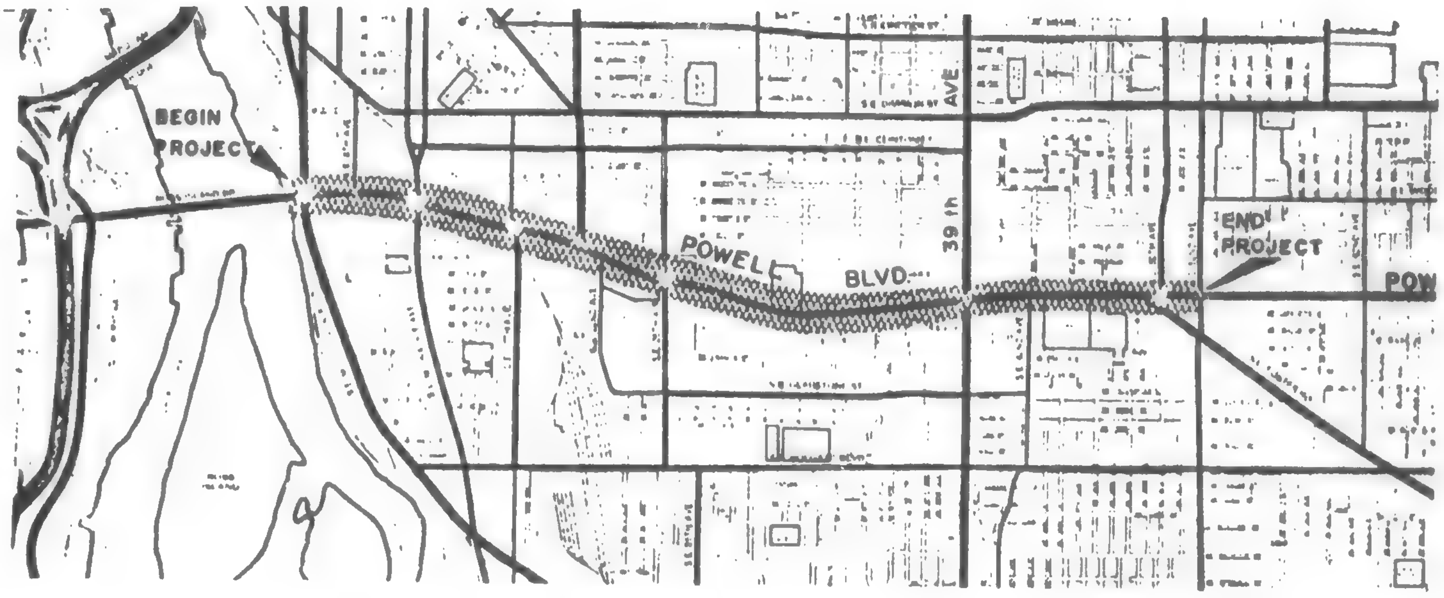
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of MAJOR-NON-SIGNIFICANT environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design..

POWELL BLVD. IMPROVEMENTS

Ross Island Bridge - 52nd Ave.


BEGIN PROJECT
POWELL BLVD.
39 th AVE
END PROJECT
POW

PRO 6-2

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97205

Gentlemen:

We are submitting an Indirect Source Construction Permit application for the Ross Island Bridge - 52nd Avenue Sec. of the Mt. Hood Highway in Portland.

In conformance with the Environmental Quality Commission rules for indirect source permits, OAR 340-20-100 through 20-135, we are submitting; a complete application form; a map showing the location of the site; and description of the proposed and prior use of the site.

Approval of the attached permit for a facility as described in the attachments is requested. We will be pleased to work with you as this project progresses.

Very truly yours,

L. W. Rulien
Program Management Engineer

DAR:re

Enclosures

bc: E. S. Hunter
R. L. Schroeder
G. A. Potter (w/att.)
J. H. Versteeg "
D. E. Swan "

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF
ENVIRONMENTAL QUALITY**

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5696

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO: ( ) Construct a New Indirect Source
(X) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated start of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name Ross Island Br.-52nd Ave. Section

Address of Project Powell Boulevard (Portland)
street city state zip

Nature of Business Road Construction (Grading, Paving & Structures)

Estimated Construction Date 1977 No. of Parking Spaces None
(Please include information requested pursuant to OAR 340-20-100 through 20-135)

2. Applicant Information *(Permit will be issued to this person, agency or business)*

Business Name Oregon State Highway Division

Mailing Address Transportation Building, Salem, Oregon 97310
Street city state zip

Responsible Person to Contact Gary Potter Title Environmental Section Manager

Other Person Who May Be Contacted L. W. Rulien Title Program Management Enginee

Corporation ( ) Partnership ( ) Individual ( ) Government Agency (X)

3. Consultant Information *(If representing applicant)*

Business Name ______ Phone ______

Mailing Address ______
street city state zip

Responsible Person to Contact ______ Title ______

Other Person Who May be Contacted ______ Title ______

4. Signature of Applicant ______ Date ______

Title ______ Phone ______

DEQ-1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

PROJECT: Ross Island Bridge - 52nd Ave. Section

HIGHWAY: Mt. Hood (Powell Blvd.)

COUNTY: Multnomah

URBAN AREA: Portland

TERMINI: Ross Island Br.-52nd Ave.

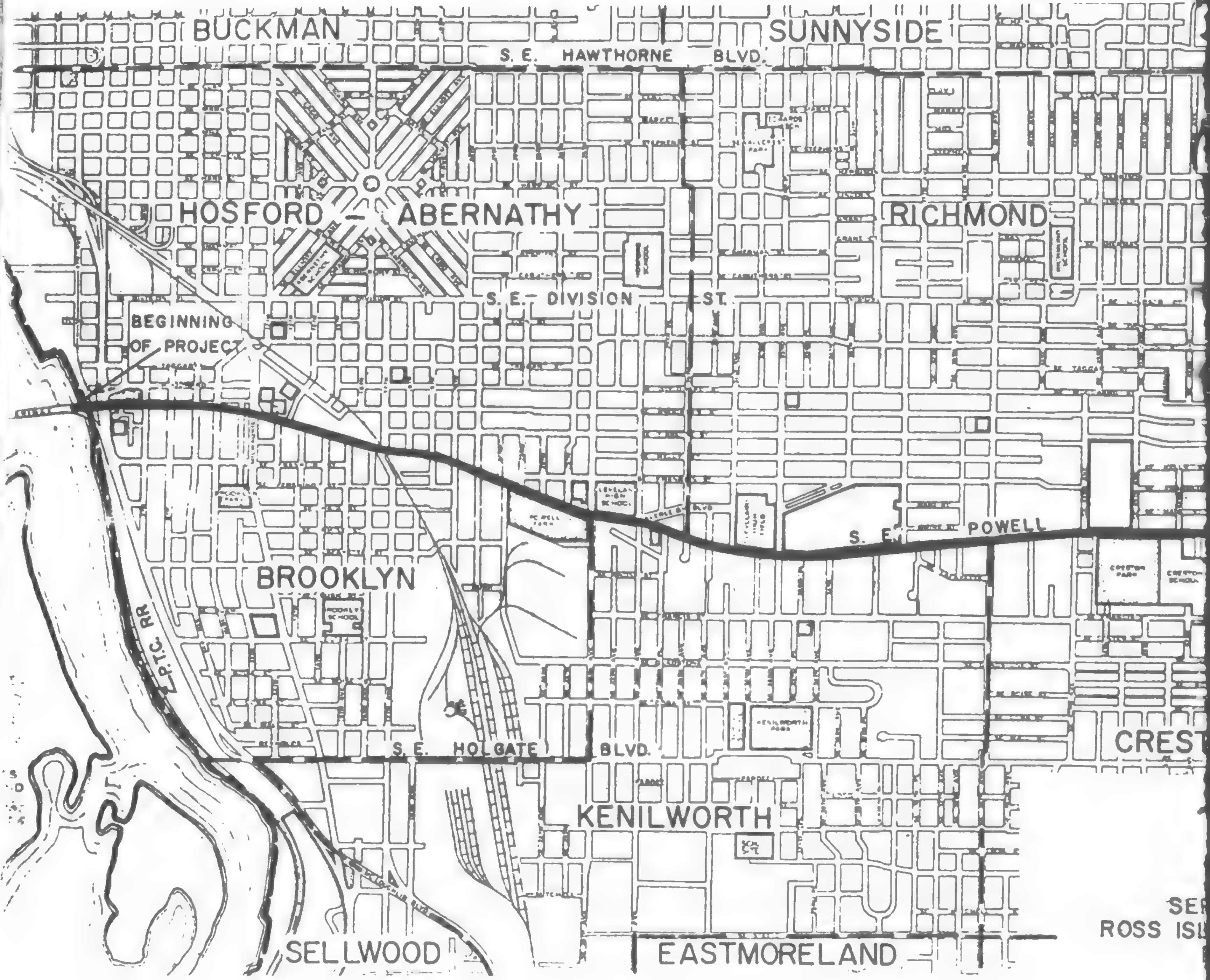
LENGTH: 2.44 miles

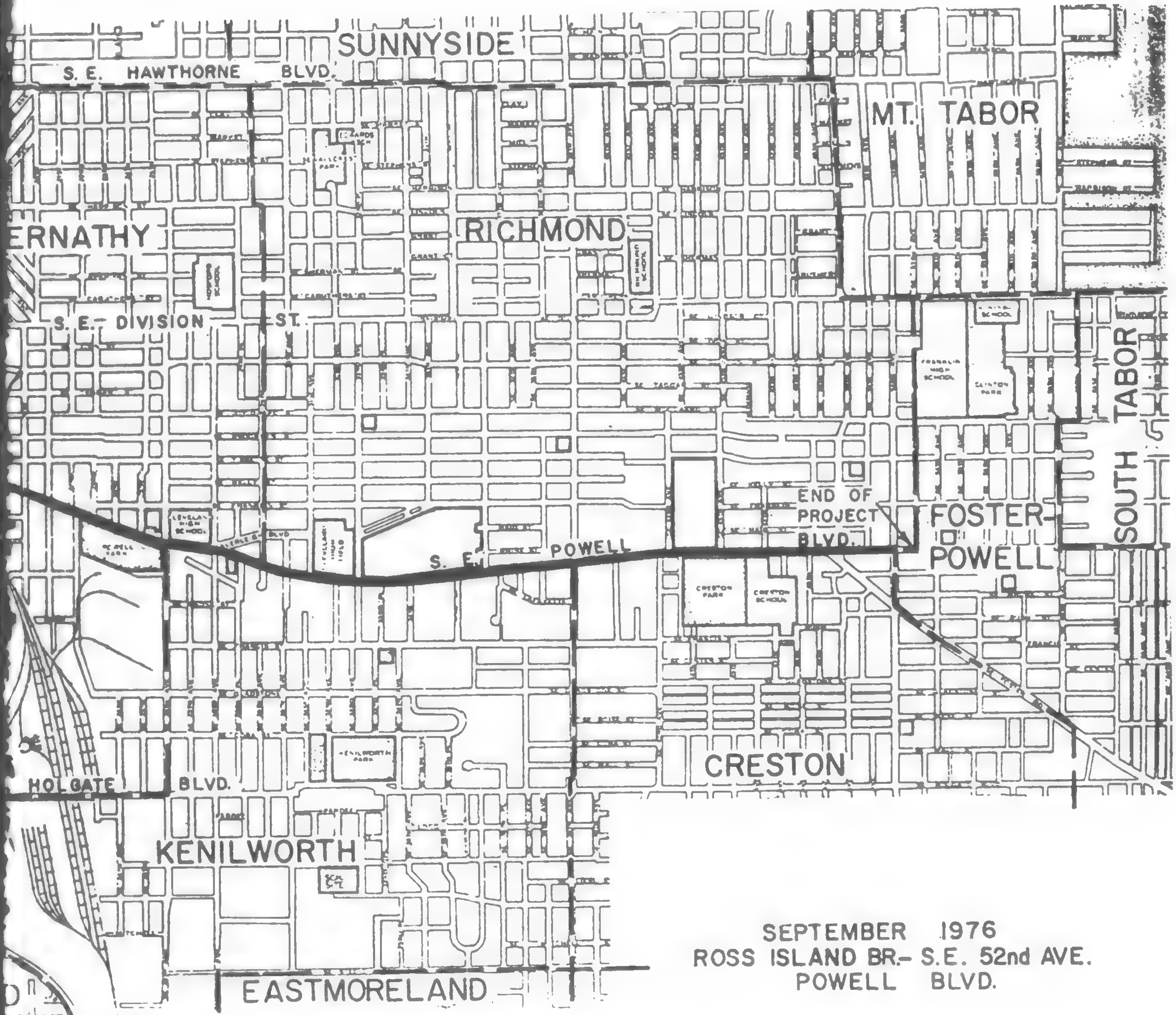
TRAFFIC VOLUME: Present ADT 30,800; Projected ADT + 23%

NARATIVE: The project area is located in the southeast quadrant of metropolitan Portland, in western Multnomah County. The project section has an east-west alignment and extends from the east end of the Ross Island Bridge, which spans the Willamette River, to S.E. 52nd Avenue. Powell Boulevard is designated as U.S. 26 and is the west end of the Mt. Hood Highway. The total project length is 2.44 miles. No improvements will occur within a recently constructed underpass section between S.E. 14th and 20th Avenues where the Southern Pacific Railroad tracks cross over Powell Boulevard.

Generally the typical section will be 80 feet wide, consisting of 10-foot sidewalk/planter strips, 13-foot curb lanes, 11-foot inside lanes, and a 12-foot median. Significant exceptions occur between the Ross Island Bridge and 14th Avenue and the intersections of 26th, 39th, and 50th Avenues where additional lanes are provided for merging or turning movements.

The existing signalized intersections are at Milwaukie, 21st, 26th, 33rd, 39th, 42nd 50th, and 52nd Avenues. Intersignal synchronization exits only between 21st and 33rd Avenues. It is proposed that the same intersections remain signalized, however, the signals from 21st Avenue through 52nd Avenue will be interconnected and timed.


BUCKMAN
SUNNYSIDE
S.E. HAWTHORNE BLVD.
HOSFORD – ABERNATHY
RICHMOND
S.E. DIVISION ST.
BEGINNING OF PROJECT
S.E. POWELL
BROOKLYN
P.T.C. RR
S.E. HOLGATE BLVD.
CREST
KENILWORTH
SER
ROSS ISL
SELLWOOD
EASTMORELAND


SUNNYSIDE
S.E. HAWTHORNE BLVD.
MT. TABOR
ERNATHY
RICHMOND
S.E. DIVISION ST.
SOUTH TABOR
END OF PROJECT
FOSTER-POWELL
S.E. POWELL BLVD.
CRESTON
HOLGATE BLVD.
KENILWORTH
EASTMORELAND

SEPTEMBER 1976
ROSS ISLAND BR.- S.E. 52nd AVE.
POWELL BLVD.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

Telephone 238-8226

December 30, 1976

STATE HWY ENGR
JAN 12 '77
REFER TO
FOR
Inve | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

DOUG WRIGHT, Chief Planner
Planning Bureau
City of Portland
421 Southwest Main Street
Portland, OR 97204

With the completion of the project development portion of the Powell Boulevard project, the next step is for the city council to act upon a formal resolution adopting a position on the project. It is desirable to have this resolution during the month of January 1977, to keep the project development moving.

A "preferred" option has been developed and is recommended to the council for approval. The "preferred" option comes from the preference of the Technical Advisory Committee and is generally supported by the Citizens Advisory Committee and the hearing process. The "preferred" option includes a ramp from McLoughlin to Powell eastbound, a seven-lane section between Milwaukie and 17th avenues, a continual left-turn refuge between 20th and 50th avenues, improvements to 39th at Powell, removal of on-street parking, and a pedestrian overcrossing at Creston School. The "preferred" option also calls for closure of Waverleigh Boulevard at its connection with Powell. In addition, it is recommended the pedestrian overcrossing at Ninth Avenue, carried as an option, be included in the project in response to the neighborhood request and testimony at the public hearing.

The removal of parking is an issue, particularly on Powell Boulevard between 21st and 23rd avenues, and between 26th and 28th avenues. It is recommended that the resolution include a positive position by the city to work towards providing off-street parking at these two locations to improve economic development of the area, funded from other sources. I envision an active participation by the city in some type of process to develop off-street parking at these two locations.

It will also be necessary for the city to proceed with steps to vacate Seventh Avenue between Woodward and Powell, and Brooklyn Street between Powell and Milwaukie Avenue.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer
ebg
cc: Ernie Munch
bcc: F. B. Klaboe
H. S. ulter
G. A. Potter

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
JAN 12 '77
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FOR

NOTED
H.S. COULTER

December 30, 1976

Telephone 238-8226

MAYOR NEIL GOLDSCHMIDT
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

During the development of the Powell Boulevard project from the Ross Island Bridge to 52nd Avenue, considerable discussion has evolved on the affect of the removal of all on-street parking on Powell.

Two areas are of special concern because the businesses there rely upon drop-in type customers; yet, off-street parking is minimal. These two areas are located between 21st and 23rd avenues on the northside of Powell, and between 26th and 28th avenues on the southside of Powell. No substantial demand has emerged from an extensive public participation program, hearing process, etc., for other portions of Powell for off-street parking.

In order to structure Powell as a major arterial street, I recommend all parking be removed. The option to that recommendation is to provide parking by reducing the width of the sidewalks and by eliminating the planting areas for trees. This would reduce Powell to a strip development arterial with the inherent problems of safety and movement of traffic. By removing parking we can provide a satisfactory and attractive street, thereby providing a major compliment to Southeast Portland.

I believe it advisable for the city to act favorably to develop off-street parking in conjunction with the Powell Boulevard project, funded from other sources than the street improvement, to encourage and foster the economic development of these two commercial areas.

We hope to put the project before the city council in January, including street improvements. I recommend some type of parallel effort be developed by the city to provide for these two off-street parking areas, as shown in the attached sketches. I suggest additional effort be made to determine the exact limits and objectives for this off-street parking.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Ernie Munch
F. B. Klaboe
H. S. Coulter
G. A. Potter

Project Development Process

The Powell Boulevard project alternatives presented at the public hearing were developed over a period of nearly twelve months, beginning with the formation of a Technical Advisory Committee in January, 1976. The TAC consisted of representatives from the State Highway Division; DEQ; Tri-Met; Multnomah County and the City Bureaus of Streets and Structures, Traffic and Planning. The foundation to begin building the project was a set of design directives and goals submitted to the TAC by the City Bureaus.

A Citizens Advisory Committee made up of representatives from the local neighborhood organizations and business groups (attached) was formed in February, 1976, to assist in keeping the public informed, to receive input from the public on the various proposals, and to provide information on locations of existing problem areas. The CAC met fifteen times with the Highway Division and approximately ten times with citizens in their respective organizations.

A computerized traffic analysis basied on projected 1990 traffic patterns and volumes, local zoning and population trends was employed in designing the intersections. Various options were examined that would provide for left turns, reduced congestion and an increased capacity adequate for 1990 traffic volumes. Several options were eliminated because of their resulting negative impacts to the corridor.

The remaining proposals were presented to the public at an informal meeting on June 9, 1976. Input received at the meeting was evaluated by the TAC and further revisions were made.

By October, 1976, the project had evolved into a "no build" alternative and a "build" alternative with four options. The draft negative declaration was written on these alternatives and they were submitted to the public for comment on December 15, 1976.

ACTION SCHEDULE
for
POWELL BOULEVARD

November, 1975	Project Initiated
January, 1976	TAC Formed
February, 1976	CAC Formed
June 9, 1976	Public Information Meeting
December 14, 1976	Public Information Session
December 15, 1976	Public Hearing
January, 1977	City Countil Meeting and Resolution
February, 1977	Oregon Department of Transportation Commission Resolution
March, 1977	Federal Highway Design Approval

Powell Boulevard - Ross Island Bridge to 52nd Avenue

The proposed Powell Boulevard project will upgrade Powell to a level at which it can effectively perform its designated function. It will provide a facility capable of handling 1990 traffic volumes at a level of service "C-D" or better. A level of service "D" is attained when traffic approaches an unstable flow with tolerable delays. Pedestrian and vehicular safety, as well as the corridor's visual quality, will be improved.

The cost of the project at current estimates is $4 million for the 2.44 mile section. The project will include wider travel lanes, a continuous left-turn refuge, landscaping, synchronization of traffic signals and pedestrian overcrossings at 9th and 47th avenues.

An important feature of the project is to provide for left turns at the signalized intersections removing through traffic from the neighboring residential streets.

A hearing was held on December 15, 1976, to consider the proposed design and options. The response from the public at the hearing, and from letters received following the hearing, indicate overwhelming support for the plan.

The hearing transcript, summary of results from the hearing, schedule of events and supporting information are attached for your assistance in evaluating the proposed design.

Robert N Bothman

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

MB/ldo

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 28, 1976

FILE: 26-1301
(200)

FROM: MICHAEL BORRESEN
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
CAC Meeting
December 20, 1976

The 15th meeting opened at 7:30 p.m. in the Metro conference room.

After a brief discussion on the public hearing, summaries of the various speakers' testimonies were handed out to those present. Approximately 90 persons attended the hearing and 37 at the information session on December 14. There were 12 speakers for the "build" alternative, 3 for the "no build", and 3 that did not specify. As of December 22, 10 letters have been received with 9 approving the "build" alternative and the other did not specify. There was considerable response at the hearing and from the letters for "preferred" 39th and Powell option.

Dick Ball has drafted a letter for the CAC to become a part of the hearing transcript. It states how the CAC has attempted to receive as much input as possible from their respective organizations during the development of the project and that they feel the project is basically a good one. There will also be a statement about the pedestrian crossing at 9th Avenue and the parking problems between 20th and 28th Avenue.

As soon as the city council sets a date for their session on Powell Boulevard, Borresen will send a notice to everyone on the interested parties list. Final design and right-of-way negotiations will begin in March or April 1977 if the city council approves the project.

The CAC members and all those who have taken an interest in this project were thanked once again for their effort in the development of this project.

ldo

cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
J. B. Boyd
Walt Hart
G. A. Potter
L. W. Rulien
J. H. Versteeg
George Bell
Ed Hardt
F. Bresnan
J. Kaiser
CAC Members

NOTED
H.S.COULTER

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STATE OF OREGON
1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

December 21, 1976

Honorable William T. Coleman, Jr.
Secretary of Transportation
Nassif Building
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Coleman:

I request your approval to use Interstate Transfer funds for three highway projects on the Federal Aid Urban and Primary Systems in Portland. This use is covered under the provisions of Section 103(e)(4) of Title 23, United States Code, as amended by the 1976 Federal Aid Highway Act. Funds for these substitute projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System, approved by the Federal Highway Administration and Urban Mass Transportation Administration May 3, 1976.

The Columbia Region Association of Governments has approved these three projects. The purpose of the projects is to complete the preliminary engineering necessary to develop a high priority regional highway facility and construction of two high priority highway-related projects, identified and in conformance with the region's Interim Transportation Plan.

The proposed projects will benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn and are being developed in full accord with the region's continuing, cooperative, comprehensive transportation planning process. The projects are included in the regional Transportation Improvement Program.

I concur that these three projects represent regional priorities and I request the approval of their funding to be matched as follows:

	Federal Funds	Local Funds
Powell Blvd. Preliminary Engineering	$218,790	$36,210
Burnside Bridge Construction	300,300	49,700
S.E. 72nd Ave. Construction	394,680	65,320

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration's Division office to obligate these funds.

Sincerely,

Governor

cc: Larry Rice, Executive Director
Columbia Region Assn. of Governments

Robert A. Burco, Director
Oregon Department of Transportation

bc: F.B. Klaboe
H.S. Coulter
Robert Bothman
L.W. Rulien/CRAG material

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1976

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Governor Straub:

The Columbia Region Association of Governments (CRAG) has requested that I forward their attached letter to you along with a proposed letter to U.S. Secretary of Transportation William Coleman. Both concern the use of Interstate Transfer funds made available by the withdrawal of the Mt. Hood Freeway.

I recommend your concurrence in CRAG's resolution and their suggestion that this Department process the request for use of Interstate Transfer funds. I am prepared to forward the necessary documents through the Oregon Division office of the Federal Highway Administration as soon as you send the letter to Secretary Coleman.

Sincerely,

Robert A. Burco
Director of Transportation

cc: CRAG

Enclosure

bc: F. B. Klaboe
H. S. Coulter
Robert Bothman
L. W. Rulien

NOTED
F. B. KLABOE

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DOT OPERATIONS
DEC 21 '76
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

DES:ljt

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

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- Canby
- Estacada
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- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
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- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

December 8, 1976

The Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

The Columbia Region Association of Governments (CRAG) has approved the attached resolutions authorizing preliminary engineering funds for Powell Blvd and construction monies for the Burnside Bridge and Southeast 72nd Avenue projects.

Procedures governing the approval of Interstate Transfer projects have been accomplished as follows:

> The CRAG Board of Directors through BD 761104, established these projects as priority projects and allocated monies for their implementation pending concurrence by the Governor;
>
> Revised the adopted Transportation Improvement Program and annual element as required and found the projects to be in full conformance with adopted plans, policies and the planning process;
>
> Approved preliminary engineering in the amount of $204,000 for Powell Blvd and affirmed the use of State Bond monies for match;
>
> Approved $395,600 for the 72nd Avenue project and $301,000 for the Burnside Bridge project in 103(e)4 monies; and
>
> Authorized the Director to forward the necessary documents to the Governor for his consideration and submission to USDOT.

I am forwarding to you this data and request your concurrence. Approval of these projects will allow progress to be made on Powell Blvd towards construction and will result in implementation of the Burnside Bridge and the 72nd Avenue projects. The Board further recommends your submission of these applications to the Secretary of Transportation be made through ODOT and the Oregon Division of FHWA for programming.

Sincerely yours,

Larry Rice

Larry Rice
Executive Director

LR:hi

cc: Mr. Robert Burco

att: resolutions - BD 761104
BD 761201
BD 761202
Project data

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 15, 1976

FILE: 26-1301
(260)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard
Federal aid project request

TO: L. W. RULIEN
Program Management Engineer

The CRAG Board of Directors approved the subject project for E-4 funding. The letter requesting this funding has been sent to Mr. Burco with the appropriate drafts for the Governor, etc. Their resolution is attached.

The project assessment for the 50th Avenue to I-205 section has been submitted to Gary Potter.

Attached is the Federal Aid Project Request form providing that information for programming the preliminary engineering for the 50th Avenue-92nd Avenue Section.

The CRAG approval also provided for PE monies to complete the section of Powell currently underway between the Ross Island Bridge to 52nd Avenue section. Attached is a copy of the Draft Negative Declaration to be used as a project request, if necessary, to obtain this funding from E-4 sources.

This information should provide you with the necessary data to proceed with programming PE money to complete the Ross Island Bridge to 52nd Avenue section and also to program the entire PE money for the 50th Avenue to I-205 section of Powell Boulevard.

The desire is to expeditiously divert funding from the current source--bonds--reserving that money for the state match of the E-4 money. Therefore, I suggest the request be quickly accomplished.

ebg

attachments

cc: [redacted]

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CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201
(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

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- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
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- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

December 8, 1976

The Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

The Columbia Region Association of Governments (CRAG) has approved the attached resolutions authorizing preliminary engineering funds for Powell Blvd and construction monies for the Burnside Bridge and Southeast 72nd Avenue projects.

Procedures governing the approval of Interstate Transfer projects have been accomplished as follows:

> The CRAG Board of Directors through BD 761104, established these projects as priority projects and allocated monies for their implementation pending concurrence by the Governor;
>
> Revised the adopted Transportation Improvement Program and annual element as required and found the projects to be in full conformance with adopted plans, policies and the planning process;
>
> Approved preliminary engineering in the amount of $204,000 for Powell Blvd and affirmed the use of State Bond monies for match;
>
> Approved $395,600 for the 72nd Avenue project and $301,000 for the Burnside Bridge project in 103(e)4 monies; and
>
> Authorized the Director to forward the necessary documents to the Governor for his consideration and submission to USDOT.

I am forwarding to you this data and request your concurrence. Approval of these projects will allow progress to be made on Powell Blvd towards construction and will result in implementation of the Burnside Bridge and the 72nd Avenue projects. The Board further recommends your submission of these applications to the Secretary of Transportation be made through ODOT and the Oregon Division of FHWA for programming.

Sincerely yours,

Larry Rice

Larry Rice
Executive Director

LR:hi

cc: Mr. Robert Burco

att: resolutions - BD 761104
BD 761201
BD 761202
Project data

CRAG RESOLUTION

BD 761201 (Revises BD 761104 & BD 750906R)

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE POWELL BOULEVARD PROJECT.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, the City of Portland and Multnomah County have requested initiation of the Powell Boulevard project, and

WHEREAS, ODOT is developing a proposed Powell Boulevard project, a project description and budget estimate attached hereto as Exhibit A; and

WHEREAS, the Powell Boulevard project is divided into two sections with preliminary engineering on the first section from the east end of the Ross Island Bridge to 52nd Avenue nearly completed using state bond funds; and

WHEREAS, the purpose of this project is to complete preliminary engineering on the first section, and to perform preliminary engineering on the second section from 50th Avenue to I-205 to develop a highway improvement project in conformance with the region's Interim Transportation Plan, and to benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer funds and recommended Board approval of the project; now therefore be it

RESOLVED, the Board of Directors hereby amends the adopted Transportation Improvement Program by including the preliminary engineering for the Powell Boulevard project in the FY 1977 annual element, and be it further

RESOLVED, the Board of Directors hereby finds the proposed project in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby revised BD 761104 adopted on November 4, 1976, by approving Preliminary Engineering in the amount of $204,000 Federal monies out of the $11,008,000 reserved for the Powell Boulevard project leaving a balance of $10,804,000 to accomplish the project; and be it further

RESOLVED, the Board of Directors hereby revises BD 750906R reducing State Bond monies allocated to Powell Boulevard from $2,985,000 to $2,934,000 or $51,000 which will be used as match for the above project, and be it further

RESOLVED, that the Board of Directors directs its Executive Director to forward the project application to the Governor for his submission to USDOT.

ADOPTED by the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

EXHIBIT "A" TO BD 761201

The Powell Boulevard project consists of two sections: (1) Ross Island Bridge to 52nd Avenue, and (2) 50th Avenue to I-205.

State Bond money has been used to fund preliminary engineering on the first section. The remaining engineering on the first section and all the engineering on the second section will be funded with Mt. Hood Freeway transfer funds.

The estimated FY 1977 funding required for this project is $60,000 to complete the first section, and $195,000 for the second section, for a project cost of $255,000; $204,000 Federal and $51,000 match. About $133,000 has been expended for the first section to date under State Bond Funds.

Specifically, the funds for preliminary engineering are for the following:

	Section 1	Section 2
Field Engineering Complete field surveys. In depth design efforts to support the DEIS and FEIS. Support hearing activities. Support TAC. Coordinate effort of project. Supervise project activities.	$16,000	$90,000
Citizen Participation Support CAC activities. Hold local meetings. Provide news media contact and information program; maintain public awareness. Publish "Powell Boulevard News".	$ 4,000	$15,000
Final Design and Construction Plans Complete design and plans for both sections	$19,000	$20,000
Preliminary Design Support hearing, etc., with exhibit materials. Advise and assist in design.	$ 1,000	$ 1,000
Right-of-Way Right-of-way description	$ 3,000	$ 3,000
Soil Geological exploration		$ 2,000
Traffic Analyze traffic data and assist in presentations.		$ 2,000
Liaison (R/W) Citizen contact	$ 3,000	$ 5,000
Utility Coordinate design with public utilities having facilities within the project on both sections.	$ 1,000	$ 1,000

	Section 1	Section 2
Photogrammetry Provide all photography for mapping, recon, etc.		$ 3,000
Location Studies Hydrology studies.		$ 1,000
Specifications Prepare specifications for both sections.	$ 2,000	$ 2,000
Planning Modeling to test alternatives.		$10,000
Environmental Section Research development, edit, evaluate, finalize, publish, and distribute DEIS and FEIS. Support hearing. Air/noise studies.	$ 9,000	$38,000
Hearing Prepare, conduct, and summarize hearing.	$ 2,000	$ 2,000
Subtotals	$60,000	$195,000

Federal	$204,000
Local Match	51,000
TOTAL PROJECT COST	$255,000

CRAG RESOLUTION

BD 761202

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE BURNSIDE BRIDGE AND SOUTHEAST 72ND AVENUE PROJECTS.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, Multnomah County has identified projects for the Burnside Bridge and Southeast 72nd Avenue which are in conformance with the region's Interim Transportation Plan, and which benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the purpose of the Burnside Bridge project is to resurface the bridge deck and reconstruct and seal all roadway expansion joints; and

WHEREAS, the purpose of the Southeast 72nd Avenue project is to reconstruct this street between Southeast Duke Street and Southeast Clatsop Street to 44 foot width with curbs and sidewalks; and

WHEREAS, Federal Aid Urban System Project requests have been prepared to initiate these projects, and submitted to CRAG; and

WHEREAS, the CRAG Transportation Technical Advisory Committee, its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer Funds and recommended Board approval of the projects; now therefore be it

RESOLVED, the Board of Directors hereby amends the FY 1977 annual element of the Transportation Improvement Program to include the Burnside Bridge and 72nd Avenue projects; and be it further

RESOLVED, the Board of Directors hereby finds the proposed projects in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby implements BD 761104 by approving the expenditure of $301,000 in federal 103(e)4 monies set aside for the Burnside Bridge Resurfacing project and $395,600 in federal 103(e)4 monies set aside for the S. E. 72nd Reconstruction project; and be it further

RESOLVED, the Board of Director hereby directs its committees and staff, pending successful completion of the transfer of the 103(e)4 funds above to add a total of $696,600 to existing Federal Aid Urban System monies available for reprogramming; and be it further

RESOLVED, the Board of Directors directs its Executive Director to forward the project applications to the Governor for his submission to USDOT.

ADOPTED By the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

CRAG RESOLUTION

BD 761104

FOR THE PURPOSE OF SETTING ASIDE A SUM OF TRANSFER MONEY FOR FUTURE TRANSFER TO CONSTRUCT TRANSIT CORRIDOR PROJECTS AND PROJECTS IDENTIFIED AS SOUTHEAST PORTLAND.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976, and

WHEREAS, the Governor has stipulated the priority of the Transit Corridor projects and Southeast projects, and

WHEREAS, the Interstate Transfer Committee submitted for consideration at the September 30 Board meeting a recommendation, which in part, requested adoption of the following at the November 4 Board of Directors meeting, now therefore be it

RESOLVED, the Board of Directors of CRAG hereby reserves to selected corridor projects a total amount of $152,750,000 estimated to include $26,875,000 for the Sunset Corridor Transitway,$69,875,000 for the Banfield Transitway and $56,000,000 for the Oregon City Transitway; and be it further

RESOLVED, the Board of Directors of CRAG hereby reserves or pledges to implementation a total amount of $16,004,600 in federal funds for Southeast Portland projects. Said amount includes:

Burnside Bridge Resurfacing and Joints. Reconstruct and seal expansion joints and opening. Pave to 1¼".	301,000
S.E. Portland, & E. Mult. Co. TSM projects and roadway related projects to improve efficiency consisting of signing, signalization and stripping, street reconstruction and repair.	4,300,000
S.E. 72nd - From SE Duke to SE Clackamas, reconstruct	395,600
Powell Blvd. - Ross Island Bridge over river to I-205 turnouts, signalization, PE, land acquisition.	11,008,000

AND BE IT FURTHER

RESOLVED, the Board directs its Committees and staff to take all steps necessary to ensure the purposes of this resolution are carried out.

ADOPTED By the Board of Directors this 4 day of November, 1976.

By Larry Rice
Larry Rice, Executive Director

James F. Nevin
2004 N. W. Irving, Suite 2
Portland, Oregon 97209

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

December 1, 1976

NOTED
E. S. HUNTER
x Potter

Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Michael Borresen

Gentlemen:

Re: Proposed Powell Boulevard Ramp

I wish to file formal objections to the proposed interchange from McLoughlin Boulevard onto Powell Boulevard at the Ross Island Bridge. I am the owner of the Victorian house located at 3040 S. E. McLoughlin which is on the corner of McLoughlin and Powell and overlooks the bridge. As the study indicates, this is one of the old historic homes in Portland and has been declared an Oregon historical landmark. I purchased the house with the intent to restore it to its original condition. I am certain you can understand this involves a great expenditure of funds and a great deal of coordination of all of the involved agencies. I was not informed of this proposed change in the road pattern in front of my house until I accidentally discovered it talking to the State Historic Preservation Office in Salem in October. I subsequently contacted your office and you provided me with the information concerning the December 15th hearing and a copy of the drawing of the proposed change.

In reviewing this proposed new ramp in front of my house with both my architect and the Historic Preservation Office, it is readily apparent that this will be severely detrimental to this house and the efforts to restore it and to have it used in the future as a practical, economic unit.

The proposed ramp will carry a great amount of traffic and I am certain that much of this will be trucks and other commercial vehicles which will greatly increase the noise factor in the area. At the present time, noise from both the bridge traffic and McLoughlin Boulevard is such that a person is unable to carry on a conversation standing in the front yard of the house. The house is fairly well constructed so the noise factor is tolerable on the inside but there are severe vibrations present from the truck traffic which cause difficulty in sleeping at night. The closeness and proximity of the ramp and the fact that it will, no doubt, be on an uphill grade causing trucks to shift down, will certainly enhance the noise level, and I am certain will make the house no longer feasible for residential purposes. I do not believe that the study adequately assessed this factor. I see no plans for any buffer shrubbery and even so, I am not certain this would make much difference.

Secondly, the proposed ramp will cause closure of S. E. 5th Street, which currently is the access to the house from the Ross Island Bridge going eastbound. If the house is no longer feasible for residential purposes, its primary use must then be commercial office space or other similar use, however, with the deletion of ready access from downtown, this proposed commercial use is also severely curtailed and damaged.

I am certain you are aware that this landmark house at one time had a beautiful, large expansive lawn completely surrounding the front sides facing the bridge and McLoughlin Boulevard, which was cut back when the original ramp was built adjacent to the house coming from McLoughlin Boulevard which I believe was approximately 30 years ago, causing it to become necessary to build the walls which currently surround the house. I don't believe it is necessary or proper for this historic location to have to suffer twice.

Perhaps you are not aware that we are currently in the process of applying for the property to be placed on the National Register of Historic Places. We are also working to obtain funds for the restoration of this property. The proposed ramp will seriously jeopardize the future of this historic property and my attempts at restoration and future use and enjoyment of this property. It is for these reasons that I must respectfully object to this plan.

Very truly yours,

James F. Nevin

JFN/sgs

cc: Mr. Paul B. Hartwig
Mr. F. B. Klaboe
Mr. H. S. Coulter
Mr. E. S. Hunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 24, 1976

FILE: 26-1301
(210)

RECEIVED
STATE HWY ENGR
NOV 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

FROM: MICHAEL BORRESEN Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
TAC Meeting
November 23, 1976

The tenth meeting opened at 2:10 p.m.

The first item on the agenda was the draft negative declaration. No comments or corrections were received from the members. At the November 15 CAC meeting, questions were asked about increased traffic on 26th and on 17th avenues. Allowing left turns at 26th will put more traffic in front of Cleveland High School. The additional lanes between Milwaukie Avenue and the 17th Avenue ramps will make 17th Avenue a more attractive route. A corresponding decrease in traffic on Milwaukie Avenue will result, which is a positive impact. These two items were not mentioned in the negative declaration.

Borresen brought a request from Helen Greenough to have a meeting with the local business persons between 20th and 28th avenues to discuss parking alternatives. The TAC was agreeable and a meeting will be set up as soon as possible between the City bureaus of Traffic and Planning, the State Highway Division, and the local businesses.

The City Planning Bureau met with PGE and discussed the removal of poles on Powell. There are approximately 150 poles on Powell (Ross Island Bridge-50th) of which 90 belong to PGE. They can remove all but three of their poles. They will have problems hooking up approximately 28 businesses because of this plan. The telephone company has a main line along Powell, so they may go underground. The City Planners will be meeting with each company at a future date to discuss these relocations.

Planning will begin soon on the section from 50th Avenue to I-205. The TAC should be considering what types of improvements will be needed on this project. An assessment is being written on buying a 20-foot strip on the southside in order to continue the same typical section throughout both projects. Major intersection improvements would occur at 50th, 82nd, and 92nd avenues.

Following the hearing on December 15, the transcript will be typed and completed by January 1, 1977. The project will then be presented to the city council. Ernie Munch will arrange the formal and informal meetings with them.

Meeting was adjourned at 2:45 p.m.

NOTED
H.S. COULTER

ldo

cc:	F.B. Klaboe	J.B. Boyd	L.W. Rulien	Ed Hardt
	E.S. Hunter	Walt Hart	J.H. Versteeg	F. Bresnan
	H.S. Coulter	G.A. Potter	George Bell	J. Kaiser

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 19, 1976

FILE: 26-1301
(200)

Telephone 238-8460

FROM: MICHAEL BORRESEN
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
CAC Meeting
November 15, 1976

NOTED
H.S. COULTER

The 14th meeting opened at 7:40 p.m. in the Metro conference room.

Two copies of the draft negative declaration were handed out to each committee member for their review and the general public's.

To bring everyone at the meeting up to date, Borresen walked through the proposed plan that will be taken to the December 15 hearing. There were objections from the audience on the proposal to widen Powell between Milwaukie Avenue and 14th Avenue to six travel lanes. They were concerned about increasing accidents in that section due to cars trying to merge back into the four through-lanes. The potential for pedestrian accidents at the 13th Avenue crosswalk would be increased because of the weaving and lane changing in that area, but this would be offset by the concrete safety island in the median, which allows the pedestrian to only be concerned with traffic in one direction at a time. The computer analysis shows an 8% capacity increase at the Milwaukie Avenue intersection by including the additional lanes.

There also was concern about increasing traffic on 26th Avenue in front of Cleveland High School. Allowing left turns at 26th will reduce traffic on both 28th Avenue and Franklin, but increase it on 26th in front of the school by approximately 30 vehicles per hour during the morning peak hour - 1990 traffic projections on 26th show an increase in traffic of 33%, with or without the Powell improvements. Average projections for city streets over a 15 year period show approximately a 75% volume increase.

The proposal to remove on-street parking between 21st and 29th Avenue on Powell and provide additional spaces on 22nd and 23rd was challenged by Helen Greenough. She suggested a meeting between the affected businesses, City Traffic and Planning bureaus, and the State to work out an agreeable solution. This will be discussed at the next TAC meeting.

Bob Bothman discussed the steps leading to project approval. First, he will head the public hearing on December 15 at which time all testimonies will be entered into the hearing transcript. This is the opportunity for the CAC members to make comments about the project. The Highway Division will then make a recommendation, using the results of the hearing, as to which option (including the "No Build") is desired. The recommendation and transcript will be given to the Portland City Council, and they will conduct a hearing on it in January. The Council will pass an ordinance on one of the options, and, if it agrees with the Highway Division's recommendation, the project will go to the State Highway Commission and then the Federal Highway Administration for approval.

The CAC decided to meet again on Monday, December 20th at 7:30 p.m. in the Metro conference room to review the hearing results and make a committee recommendation to become a part of the hearing transcript.

The meeting adjourned at 9:45 p.m.

ldo

cc: F. B. Klaboe
E. S. Hunter
[redacted]
J. B. Boyd
Walt Hart
G. A. Potter
L. W. Rulien
J. H. Versteeg
George Bell
Ed Hardt
F. Bresnan
J. Kaiser
CAC Members

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NOV 22 '76
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

8860

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 10, 1976

FILE: INT 9 and
26-1301
(100)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

TO: MEMO TO THE FILES

SUBJECT: Interstate Transfer Committee meeting, November 10, 1976
Powell Boulevard project
CRAG resolution

I presented the draft CRAG resolution for the Powell Boulevard project to the Interstate Transfer Committee on November, for the purpose of approving it and forwarding it to the Governor for submission to USDOT.

The next sept will be presenting the resolution to the TTAC November 22.

Following TTAC approval, the resolution will be presented to the CRAG board on December 2.

Following CRAG board approval, the resolution will be submitted to the Governor through ODOT for processing.

ebg

cc: F. B. Klaboe
[redacted]

NOV 12 '76
REFER TO
FOR

CRAG RESOLUTION

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE POWELL BOULEVARD PROJECT.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, ODOT is developing a proposed Powell Boulevard project, a project description and budget estimate attached hereto as Exhibit A; and

WHEREAS, the Powell Boulevard project is divided into two sections with preliminary engineering on the first section from the east end of the Ross Island Bridge to 52nd Avenue nearly completed using state bond funds; and

WHEREAS, the purpose of this project is to complete preliminary engineering on the first section, and to perform preliminary engineering on the second section from 50th Avenue to I-205 to develop a highway improvement project in conformance with the region's Interim Transportation Plan, and to benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and its Interstate Transfer Subcommittee have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer Funds and recommended Board approval of the project; now therefore be it

RESOLVED, that the Board of Directors hereby finds the proposed project in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, that the Board of Directors hereby amends the FY 1977 annual element of the Transportation Improvement Program to include the preliminary engineering for the Powell Boulevard project; and be it further

RESOLVED, that the Board of Directors directs its Executive Director to forward the project application to the Governor for his submission to USDOT.

ADOPTED by the Board of Directors this ______day of ______________, 1976.

By______________________________
Larry Rice, Executive Director

OSHD
RNB/ebg
11/10/76

OREGON STATE HIGHWAY DIVISION

Ross Island Bridge/I-205 Section

of Powell Boulevard

Preliminary Engineering

November, 1976

Exhibit "A"

The Powell Boulevard project consists of two sections: (1) Ross Island Bridge to 52nd Avenue, and (2) 50th Avenue to I-205.

State Bond money has been used to fund preliminary engineering on the first section. The remaining engineering on the first section and all the engineering on the second section will be funded with Mt. Hood Freeway transfer funds.

The estimated FY 1977 funding required for this project is $60,000 to complete the first section, and $195,000 for the second section, for a total of $255,000. About $133,000 has been expended for the first section to date under State Bond Funds.

Specifically, the funds for preliminary engineering are for the following:

	Section 1	Section 2
Field Engineering	$16,000	$90,000
Complete field surveys. In-depth design efforts to support the DEIS and FEIS. Support hearing activities. Support TAC. Coordinate effort of project. Supervise project activities.		
Citizen Participation	$4,000	$15,000
Support CAC activities. Hold local meetings. Provide news media contact and information program; maintain public awareness. Publish "Powell Boulevard News".		
Final Design and Construction Plans	$~~17~~ 19,000	$20,000
Complete design and plans for both sections		
Preliminary Design	$1,000	$1,000
Support hearing, etc., with exhibit materials. Advise and assist in design		

	Section 1	Section 2
Right-of-W	$3,000	$3,000
Right-of-way description		
Soil		$2,000
Geological exploration		
Traffic		$2,000
Analyze traffic data and assist in presentations.		
Liaison (R/W)	$3,000	$5,000
Citizen contact		
Utility	$1,000	$1,000
Coordinate design with public utilities having facilities within the project on both sections		
Photogrammetry		$3,000
Provide all photography for mapping, recon, etc,		
Location Studies		$1,000
Hydrology studies.		
Specifications	$2,000	$2,000
Prepare specifications for both sections		
Planning		$10,000
Modeling to test alternatives.		
Environmental Section	$9,000	$38,000
Research development, edit, evaluate, finalize, publish, and distribute DEIS and FEIS. Support hearing. Air/noise studies.		
Hearing	$2,000	$2,000
Prepare, conduct, and summarize hearing		
Subtotals	$60,000	$195,000
TOTAL	$255,000	

Exhibit A

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 4, 1976

FILE: 26-1301
(220)

NOTED
H. S. COULTER

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard (US26)
Environmental study review

TO: GARY POTTER
Environmental Director

NOTED
E. S. HUNTER

Ken Chatwood's letter of November 3, to you, objecting to the negative declaration on the Powell Boulevard, Ross Island Bridge to 52nd Avenue section obviously expresses his personal opinion, based upon his limited knowledge of the project.

I question the basis for his belief that the declaration is in conflict with the intent of the law. In fact, I believe, with my limited knowledge of the law, the intent is met in the negative declaration. I draw my conlcusion from attending several sessions with those technical persons whose business it is to establish the category for projects from both our Highway Division and FHWA, from probably the most successful action-plan-oriented project developed in the state of Oregon, and from the supportive effort for the project. A few people object to the project because they favor the Mt. Hood Freeway.

It also appears the letter challenges even the objectives of the project. Those objectives have been developed by a good representation of the property owners, residents, and businesses in the corridor, as well as the local jurisdiction and OSHD.

I believe the Powell Boulevard project may prove to be a model for our action plan.

ebg

cc: [redacted]
R. L. Schroeder
J. B. Boyd

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 10-1
Sp.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 3, 1976

TO ~~Gary Potter~~
Environmental Director

FROM K. A. Chatwood
Administrative Right Of Way Agent

SUBJECT Ross Island Bridge-52nd Avenue
Powell Blvd.-(Mt. Hood Hwy.)
Multnomah County
Rough Draft Negative Declaration
Environmental Study Review
Committee Meeting

Mr. Jim Dixon of the Right of Way staff will review the technical aspects of the portion pertaining to Right Of Way.

For the record, this member of the Department's Review Team strenuously objects to the Environmental Statement being a "Negative" statement. I believe this is in direct conflict with the law, at least with the intent of the law.

First, to limit this statement to a segment of Powell Blvd. and not follow F.H.W.A. Program Manual instructions (Volume 7, Chapter 7, Section 2, Item 6) is in conflict with the rules.

Who is kidding who? We spend one and one-half million dollars for an environmental statement for the Mt. Hood that did not tell the whole story. Now comes a negative draft that reverses the procedure with another incomplete story.

The statement addresses:

(1) Moderate Volumes
(2) Through traffic shall not be encouraged
(3) Not serve as an alternate to the
Regional system, the Banfield
(4) Develope Powell for a low capacity street

NOTED
R. L. SCHROEDER

For this the road user is to pay $3,500,000?

Powell Boulevard cannot escape it's geographical location, directly between downtown Portland and Gresham. I question the purposes stated in your document.

Again for the record, I do not endorse this statement.

KAC:ha
cc H. S. Coulter
J. B. Boyd
R. L. Schroeder

RECEIVED
NOV 4 1976
Office of
Assistant State Highway Engineer

OCT 21 76

REFER TO

FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

October 20, 1976

FILE: 26-1301

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Creston School Info Meeting
October 19, 1976

The Creston Neighborhood Association called a special meeting of the Creston School parents and the area residents in order for them to view the subject project. Approximately 20 persons attended.

I informed them of the schedule of events leading to construction in early 1978, including the December 15 design hearing, and then walked through the proposed project.

Their major concerns were reducing traffic on neighborhood streets, safety of children at Creston and St. Ignatius schools, and the 39th and Powell intersection. The project includes left-turn lanes in all four directions with separate signal phasing for the left turns from Powell to 39th. In order to maintain a "D" level of service with 1990 traffic volumes, no green signal time can be provided for a separate phase on the 39th Avenue left turns. The Creston Association objected to this, as they want traffic reduced on 40th Avenue.

Fortieth Avenue is being used as one of the alternate routes to Powell in order to avoid the 39th and Powell intersection. I told them I would examine the possibility of providing the phasing with the stipulation that it would have to be eliminated at some future date when traffic volumes warrant the increased green time for Powell through-traffic.

Note--Talked with Jim Branch 10/20/76 on subject proposal. The existing levels of service are 105 percent in a.m. and 110 percent in p.m. The projected 1990 levels are 103 percent a.m. and 107 percent p.m. The separate phasing for 39th would decrease the 1990 levels by 10-12 percent, but with the proposed improvements and 1976 traffic volumes, the levels would be 96 percent a.m. and 102 percent p.m. In short, separate phasing can be provided until traffic volumes increase approximately 10 percent.

--Also talked with Martini, City Traffic, and they have no objection to this proposal.

There also was a request for a crosswalk at 40th Avenue. There are signals at 39th and 42nd with pedestrian actuation. This location will need to be examined to see if a crossing is needed and if it would be a safe location to cross Powell.

There was some opposition to the project (3 persons). One person was objecting to any kind of change on Powell Boulevard. Another thought the project would increase traffic on Powell. I explained that whether or not the project is built, a 20 percent volume increase is expected by 1990. The Ross Island Bridge restricts any growth beyond that. The project would not only relieve peak hour congestion, but provide more convenient and safer traffic movements and safer pedestrian crossings.

ldo

81

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
October 11, 1976

FILE: 26-1301
(100)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Powell Boulevard
Activity Effort

TO: MAX J. KLOTZ
Metro Project Development Engineer

We have an extremely tight time schedule on the Powell Boulevard effort leading to a hearing in December.

I would like a briefing by you weekly on that project to address the effort by each of those participants towards completing the activities which will lead to the hearing.

This includes Gary Potter's effort, Frank Bresnan's effort, and Mike Borresen's effort, including all the activities which have to be done prior to the hearing.

My purpose in being involved is two-fold; to be aware of the activities and to assist where we do have problems in meeting deadlines and to assure that we do meet the December hearing date.

With the approval of the project for E-4 funding to I-205, it is now very critical that we proceed expeditiously with the first section and gain approval on that section and then proceed onto I-205 in some kind of an orderly fashion. We do have an opportunity with this first section to show one of the first construction projects under the E-4 program and that's what I intend to accomplish.

ldo

cc: [redacted]
G. A. Potter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 12 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

26-1301-39

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 6, 1976

CAE PE PR1 PR2 DE
O.S.H.D. - METRO
OCT 7 1976
FILE T/A
MB

Mr. Mike Borresen
Metropolitan Office
Oregon State Highway Division
5821 NE Glisan Street
Portland OR 97213

Dear Mike:

This letter will serve to officially notify you that the Portland Bureaus of Planning, Street and Structural Engineering, and Traffic Engineering, as members of the Technical Advisory Committee for this project, are in agreement with the Powell Boulevard design proposal as presented by your office on September 24. The proposal should be accompanied by the following design alternatives:

1. A five lane section of Powell at 13th Place.
2. On-street parking on Powell between 20th and 29th.
3. No improvements on 39th at Powell.
4. Pedestrian overcrossings of Powell at SE 9th and Creston Park.

We feel that the documents required for public hearing should be prepared expeditiously so that the citizen's affected by the project may review and comment on the proposed design and its alternatives. We would also urge you to directly contact other City Bureaus which may be impacted by this project. In particular, you should contact Al Staley of the Bureau of Facilities Management (phone 248-4380) regarding the potential impact to the City parking garage at Milwaukie and Powell.

We would also like to thank you and the Highway Division for the level of effort which has been shown in bringing the project to this stage of design in a relatively short period of time.

Sincerely,

John M Lang
JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

Don Bergstrom
DON BERGSTROM, CITY TRAFFIC ENGINEER
Bureau of Traffic Engineering

Doug Wright
DOUG WRIGHT, CHIEF PLANNER
Bureau of Planning

GRP:kmc

cc: Mayor Goldschmidt
Commissioner McCready

cc Burco
Klaboe
Coulter
Hunter
Versteeg
Potter
Hardt

cc Borresen
[illegible]
[illegible]
} 10/7/76

NOTED
H.S. COULTER

OCT 12 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

H. S. Coulter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
October 11, 1976

FILE: 26-1301
(200)

Telephone 238-8460

FROM: MICHAEL BORRESEN
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
CAC Meeting
October 7, 1976

The 13th meeting was opened at 7:35 p.m. in the Metro conference room.

The design hearing date has been set for Wednesday, December 15, at the Cleveland High School cafeteria. The State Environmental Section is currently researching for and preparing the draft negative declaration, which is an environmental assessment written on a project that utilizes an existing corridor but does not significantly affect the natural or man-made environment. This date has not been confirmed due to the tight schedule needed to prepare the negative declaration before a November 15 deadline, which is the date the assessment will need to be made available to the public in order to have the hearing on December 15. A newsletter will be mailed to the 25,000 residents in the corridor the first week of November confirming the date of the hearing.

Borresen walked through the project that will be taken to the hearing. Two changes have been made since the last meeting. In order for City Traffic Engineering to approve the plan, a seven-lane section had to be included between Milwaukie Avenue and the 17th Avenue ramps. The two additional lanes are needed to help ease congestion at the Milwaukie Avenue intersection and on the westbound ramp from 17th Avenue. The extra lane on the north side ties into the right-turn lane to Milwaukie northbound. The one on the south side connects the right-turn lane from Powell eastbound to the 17th Avenue ramp southbound. The computer analysis shows an 8% capacity increase in the p.m. peak hour with the extra lanes. This will require 22 feet additional right-of-way on the south side between 12th and 13th Avenue.

The other change is the elimination of all on-street parking on Powell from the bridge to 50th Avenue except in front of Powell Park. Diagonal parking spaces will be on 22nd and 23rd Avenue to provide at least 21 parking spaces.

The alternates to be taken to the hearing will be the "No-build", a five-lane section between Milwaukie Avenue and the 17th Avenue ramps, on-street parking between 20th-23rd and 26th-28th, and elimination of improvements on 39th Avenue on both sides of the intersection.

The next meeting was set for Thursday, November 18, at 7:30 p.m. in the Metro conference room. This will be a very important meeting as copies of the negative declaration will be given to each member of the CAC to take to their organization for the public to view. (Copies will also be delivered to local libraries). It will also be the last meeting of the CAC before the hearing.

Meeting adjourned at 9:10 p.m.

ldo

NOTED
H.S. COULTER

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FOR
REFER TO
OCT 12 '76
HWY ENGR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
September 29, 1976

FILE: 26-1301
270

FROM: MIKE BORRESEN
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Is. Br. - 52nd Ave. Sec.
Mt. Hood Hwy. (Powell Blvd.)
Richmond Neighborhood Assoc.
Meeting - Sept. 27, 1976

At the request of the Richmond Neighborhood Association, I gave a presentation on the subject project at their monthly meeting (a dozen persons attended). Their major concern was for pedestrian safety and they requested adequate signing and overhead lighting for all the crosswalks proposed on the project. There was mention of a pedestrian-auto conflict in the crosswalk at 50th Avenue between the island separator and the southwest side of the intersection. Although the crosswalk is signalized, vehicles using the separate right-turn lane on Powell don't always stop for pedestrians while making the turn onto Foster Road. The problem could be poor visibility of signal head by the drivers.

There was a request for a sign to be installed on the 43rd Avenue signal to restrict left turns to Powell between the hours of 2 p.m. and 4 p.m. weekdays. School children use the crosswalk at that time and have had problems with cars turning across their paths. The signal at 39th should be able to accommodate that turning movement.

Lana Eadie, from the newly formed Creston Neighborhood Association was also in attendance. She is still upset over not having a local resident representing her area on the CAC. Ron Belec has served on the committee, but owns a business on the north side of Powell. He volunteered to be a contact person for the south side of Powell. I also explained that since the Mid-Southeast Association was not functioning when we formed the CAC, we had trouble finding anyone to represent that area. Letters were sent to the St. Ignatius Church, Creston School and Cleveland School on March 9, 1976 asking for their assistance in informing the area residents of the project and the CAC. We also sent 25,000 newsletters and discussed the committee at the June 9 public meeting. Not until the Mid-southeast area was divided into four groups had we received any response from that area. Representatives of the four newly formed groups were invited to join the CAC at the September 9 meeting, and will be present at the October 7 meeting.

mb

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
G. A. Potter
L. W. Rulien
G. F. Bresnan
Jef Kaiser
Gary Waltenbaugh
J. B. Boyd
Walt Hart
Ed Hardt

ME PE PR1 PR2 DE
O.S.H.D. = METRO
SEP 29 1976
FILE T/A

OE
NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 15, 1976

FILE: 26-1301
(210)

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
TAC Meeting
September 14, 1976

NOTED
H.S. COULTER

The ninth meeting was opened at 2:10 p.m.

Due to a large number of projects demanding research time from the State Environmental Section, there has been a delay in writing the Negative Declaration. In order to keep the project from stagnating, a hearing date of December 16 has been chosen and a schedule made up in order to complete all work before that date. The schedule is so tight, a slight delay in one of the steps could put the hearing off until the first of the year. If any agency has a problem with the proposed design as it is now, let Borresen know immediately.

Since the last TAC meeting, the City Bureaus of Traffic and Planning and the State Highway Division have been examining the proposed improvements to determine if they will meet the demands of the future traffic on Powell. It was felt that a 20% increase in capacity for 1990 was acceptable within the constraints of the city of Portland design directives, the limited funds available for construction and the limited capacity of the Ross Island Bridge. The level of service should improve or remain the same as at present with the proposed project. At Milwaukie Avenue, only a 10% increase is expected inbound (AM peak hour) because of the bridge.

A few changes had to be made in the design in order to achieve these goals at the Milwaukie Avenue intersection. The signals on Milwaukie Avenue will need to be changed to provide more green time for through traffic on Powell. The left-turn lane from west to north will remain at 10th Avenue, while the one from east to south will be at Milwaukie Avenue with a separate signal phase and short cycle length. There will be double left-turn lanes from Milwaukie to Powell (only double lefts from south at present), but the turns from the south to west will be limited to half the number as at the present. A traffic survey will need to be conducted in order to locate the origin of the Milwaukie Avenue northbound traffic. One alternate to facilitate the Milwaukie Avenue to Ross Island Bridge traffic is a city proposal to build a ramp from Milwaukie Avenue northbound to McLoughlin westbound at the overcrossing of the two south of Powell. The approach ramp from McLoughlin to the bridge will be moved from 7th to 8th Avenue to provide a longer merge lane with Powell traffic. These changes would increase the level of service in the AM by 20%, but decrease it by 9% in the PM over present levels.

At 39th Avenue, no separate signal phase would be provided for left turns from 39th to Powell, but would be provided in the reverse. This has met with opposition from the local neighborhoods as they want all traffic on 39th and on Powell, and feel there is justification for a separate-phased signal for the 39th to Powell movement. The signal could be set with full phasing now and changed in the future when capacity problems arise. Another change is an optional right-turn lane, through lane and bus stop located on the south side of Powell (outbound traffic). The right-turn lane would be extended through the intersection for 600 feet plus a 300-foot transition in order to merge into the remaining two outbound lanes. Those changes would increase the level of service by 2% in AM and 4% in the PM.

The cost estimate for the project is now $3.6 million. The funding should be Mt. Hood transfer funds with the state bond money used as local match.

The next meeting was set for 2:00 p.m., October 12, at the Metro conference room.

ldo

cc: F. B. Klaboe
E. S. Hunter
[redacted]
J. B. Boyd
Walt Hart
Ed Hardt
G. A. Potter
L. W. Rulien
J. H. Versteeg
F. Bresnan
J. Kaiser
G. Bell
TAC Members

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FOR
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E. S. Hunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 13, 1976

FILE: 26-1301
(200)

Telephone 238-8460

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Citizens Advisory Committee Meeting
September 9, 1976

TO: MEMO TO THE FILE

The 12th meeting was opened at 7:40 p.m. in the Metro conference room.

Steve Dotterrer, City Bureau of Planning, is going back to school and will be replaced by Ernie Munch on the Technical Advisory Committee.

The former Mid-Southeast Neighborhood Association has divided into four groups. They are holding their first public meeting on September 14 and will elect representatives to the CAC.

Since the last CAC meeting, the City Bureaus of Traffic and Planning and the State Highway Division have been examining the proposed improvements to determine if they will meet the demands of the future traffic on Powell. The two major limitations on the scope of the project are the capacity of the Ross Island Bridge and money. It was felt that a 20% increase in traffic for 1990 was acceptable if the level of service remained the same as at the present, or if it could be improved, during the peak hours. Also, due to the limited capacity of the bridge, only a 10% traffic increase could be expected at Milwaukie Avenue in the A.M. peak hour.

In order to achieve these goals at the Milwaukie Avenue intersection, a few changes had to be made in the design. The left-turn lane from west to north will remain at 10th Avenue, while the one from east to south will be at Milwaukie Avenue with a separate signal phase but short cycle length. There will be double left-turn lanes from Milwaukie Avenue to Powell (at the present, there are double turns from the south only), but the turns from the south to west will be limited to half the number as at the present by decreasing the length of the signal. This is to allow more green signal time for through traffic on Powell. In order to facilitate the Milwaukie Avenue to McLoughlin to the Ross Island Bridge movement of traffic, the City is planning on constructing a ramp from Milwaukie Avenue northbound to McLoughlin westbound at the overcrossing south of Powell. The approach ramp from McLoughlin to the bridge would be moved from 7th to 8th Avenue to provide a longer merge lane with Powell traffic. These changes would increase the level of service in the A.M. by 20% and decrease it by 9% in the P.M. over present levels.

At 39th Avenue, no separate signal phase would be provided for left turns from 39th to Powell, but it would be provided for the turns from Powell to 39th. The right-turn lane in the outbound direction (south side of Powell) would be extended through the intersection for approximately 800 feet, and would be used as an optional right-turn lane, through lane and bus stop. These changes would increase the level of service by 2% in the A.M. and 4% in the P.M.

The cost estimate for the project is now $3.6 million. The funding should be Mt Hood transfer funds with state bond money as the local match.

The design hearing has been slightly delayed due to a large number of projects needing the full attention of the State's environmental section. Work has begun on the Negative Declaration, and once it is completed, there will be a 30 day period for the public to review it before the hearing. This would put the hearing in the first part of 1977. The state is attempting to speed up the process in order to conduct the hearing before Christmas this year. A more definite date will be known by the next meeting.

The next meeting for the CAC has been set for 7:30 p.m., October 7, at the Metro conference room.

ldo

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
July 21, 1976

FILE: 26-1301
(210)

Telephone 238-8460

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Technical Advisory Committee Meeting
July 20, 1976

NOTED
H.S.COULTER

The eighth meeting was opened at 2:00 p.m. with the following members present:

Azam Bashar	Multnomah County
Steve Dotterrer	Planning Bureau
Ed Erickson	Parks Bureau
Ron Higbee	Tri-Met
Mario Martini	Traffic Bureau
Glen Pierce	Public Works
Max Klotz	OSHD
Mike Borresen	OSHD

	Info	FOR	REFER TO	JUL 22 '76	RECEIVED STATE H'WAY ENGR
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	R/D				
	D/R				
	Sign				
	Act				
	File				

A correction needs to be made on the previous memo. PGE's estimated cost for undergrounding their utilities on the south side of Powell only was $140,000. The $94,000 would not be subtracted from this figure, as they will still need to relocate the poles and overhead facilities on the north side. If all utilities go underground (as mentioned before), the cost would be $850,000 minus the $94,000.

Two proposals were mailed to the Parks Bureau providing parking on Powell Boulevard in front of Powell Park. The parking lane would be within the right-of-way but the sidewalk would have to be on park land. Ed Erickson said they preferred having the sidewalk next to the curb rather than meandering between the trees. The trees that will be removed along the existing curb line will be replaced with adequate sized trees behind the proposed sidewalk. They will need approval from Connie McCready before giving their final decision.

The State will build three signs to direct traffic to Creston Park parking lot and will install two of them on Powell Boulevard. City Traffic will have to install the one on 42nd Avenue. As an experiment, the parking could then be removed from Powell Boulevard in front of the park to see if the parking lot will be able to handle it. Striping of the parking spaces in the lot could be done as a part of the proposed project.

The possibility of having the signal on 43rd go to flashing yellow when the one on 42nd goes to green was discussed. According to Martini, this type of signal does not work very well. The best solution for that intersection would be to realign 43rd, which would be expensive due to the relocation of at least three residences.

Whether or not to construct a pedestrian overcrossing at 9th Avenue has not been resolved yet. The only alternate for that location seems to be a pedestrian crosswalk with a safety island. A signal is out of the question because of its close proximity to the bridge and the speed of the vehicles emerging from it. The signal would give the pedestrian a false sense of security, thinking it safe to cross in front of the oncoming vehicles which may or may not even see the signal in order to stop in time. The signal would also increase the potential for rear end collisions.

Tri-Met does not know how many pedestrians will be generated in the Milwaukie Avenue intersection from the bus transfer stations. City Traffic will conduct a pedestrian count which could be used to justify constructing the overcrossing at this intersection instead of 9th Avenue.

Any proposed street closures will be shown on the project drawings and mentioned in the next newsletter to be mailed before the November public hearing. Pros and cons to the closures can then be discussed at the State's and City Council's hearings. The City will examine possible locations for closing 28th between Holgate and Powell. Street vacations will have to be initiated through the City Council and will take up to 109 days to go through the process. These will have to be initiated early in order to give enough lead time before the February, 1978, contract letting to allow for design and approval.

The estimate for improving 39th Avenue was $155,000 to be added to the $388,000 for widening the north side of Powell Boulevard at that intersection. The street lighting estimate was $225,000. This brings the total estimate for the project to around four million dollars.

Because of the lack of new information, the CAC is not meeting again until September. The next TAC meeting has been scheduled for 2:00 p.m. September 14 at the Metro conference room. A notice will be sent prior to that date.

The meeting was adjourned at 3:30 p.m.

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
G. A. Potter
L. W. Rulien
F. Bresnan
J. Kaiser
J. B. Boyd
Walt Hart
Ed Hardt
TAC Members

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
July 19, 1976

FILE: 26-1301
(200)

Telephone 238-8460

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Citizens Advisory Committee Meeting
July 15, 1976

The eleventh meeting was opened at 7:30 p.m. with the following members present: Richard Ball, Ralph Greiling, Bob Johnson, Dianne Lanctot, Marilyn McCabe, Anna Roberts, Grover Sparkman and Mike Borresen.

There have been some changes on the proposed project since the last meeting. The area from 20th to 28th Avenue has been revised to allow on-street parking on the north side from 20th to 23rd and on the south side from 22nd to 28th Avenue. The right-turn lane from the east to the north at 26th Avenue has been eliminated due to the cost of purchasing right-of-way. The right-turn lane from the north to the west on 39th Avenue was eliminated for the same reason.

At the previous Technical Advisory Committee meeting, a decision was made to treat each parking problem area separately using the following criteria:

1. Do not remove on-street parking in areas where intersection capacities are not a problem. Example: 21st Avenue.
2. Vacate a local service street to allow business to convert it into a parking lot.
3. Close service street, or change traffic pattern to one-way, to provide more parking on the service street.
4. Purchase property to provide public off-street parking as a last resort.

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DOT OPERATIONS
JUL 20 '76
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FOR
Info | Invest | R/D | C/R | Sign | Act | File

The possibility of closing some local service streets to effect a desired traffic pattern has not been discussed at great length in previous meetings. The CAC should talk about this at their local meetings to see if there is an interest in the neighborhoods. The streets could be closed to through traffic by cul-de-sacing one end, or they could be vacated for parking lots. Streets to be studied are from 7th to 11th, 12th, 23rd or 24th, Waverleigh, 28th Place, 33rd (south side), 33rd Place, the area from 36th to 38th (south side), 43rd (south side) and 51st.

Dianne Lanctot suggested the possibility of changing the signal on 43rd from green to flashing yellow when the signal on 42nd goes to green. With left turns allowed on 39th Avenue, the traffic on 43rd will decrease. The flashing yellow would allow the turns from 43rd after yielding to traffic from 42nd. This will be discussed at the next TAC meeting.

The City Traffic Bureau questions the location of the pedestrian crossing at 9th Avenue. They feel Milwaukie Avenue would be a better location because of the

NOTED
F. B. KLABOE

larger number of pedestrians in that area. This would also allow vehicles to turn from Milwaukie Avenue onto Powell without being delayed by pedestrians. Another type of crossing would have to be provided at 9th Avenue for those persons not wanting to walk to Milwaukie Avenue.

PGE's cost estimates for relocating their poles and overhead facilities was $94,000. To underground on the south side of Powell only was $140,000. To underground all facilities on Powell except main crossings at intersections and transmission facilities was $850,000, of which PGE would pay $94,000. There would be a hook-up charge to the customer for conversion of their service. For a single family residence, the rough estimate was $170, and for commercial it was from $400 to $2,000, depending on the type of service. Trenching costs for the underground service conductors would also be borne by the customer.

The street lighting estimate was $225,000 for new poles and undergrounding the wiring. The improvements on 39th Avenue are estimated at $155,000 to be included with the $388,000 for the improvements on Powell at that intersection. This raises the total cost of the project to around $4 million.

Another petition with 38 signatures was submitted requesting the ramp from McLoughlin to Powell Boulevard eastbound. This brings the total to 224 names. (Attached to file copy)

The next meeting was scheduled for September 9 at the Metro Highway office. If any new information comes up before that date, a letter will be sent out.

The meeting was adjourned at 9:10 p.m.

ldo

STATE OF OREGON INTEROFFICE MEMO PRO 4-3

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 13, 1976

FROM: [illegible]ien
Program Management Engineer

SUBJECT: Project Assessment
Ross Island Br.-S.E. 52nd Ave.
Mt. Hood Hwy. (Powell Blvd.)
Multnomah County

RECEIVED
STATE HWY ENGR
JUL 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward
Region 1 Geologist: Dan Gano

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 7-14-76

PROJECT MANAGEMENT
JUL 14 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
JUL 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 8, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon M-0640(-)
Ross Island Bridge - S.E. 52nd Ave.
Mt. Hood Hwy. (Powell Blvd.)

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter,
State Highway Engineer

The project assessment for this section of Powell Blvd., as submitted with Mr. Rulien's 6-25-76 letter, has been reviewed. I agree with your classification of "Major-Non-Significant" calling for a Negative Declaration. The need for a 4(f) statement is not clear. If replacement parking can be provided without using park property there may be no impact on the park. The need for 4(f) coverage should probably be evaluated later when more information is available regarding preliminary project design.

William H Kappus
for G. L. Green

cc: OSHD (Potter)
OSHD (C Laux)
OSHD (Metro-Jeff Kaizer)

PROJECT MANAGEMENT
JUL 12 '76
REFER TO
Info | Investigate | N/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT

MAJOR, N.516.
~~M-0640(-)~~
FAP 24

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Ross Island Bridge - S.E. 52nd Avenue
Date June 7, 1976
Unit (if appl)
County Multnomah
City Portland
Highway Mt. Hood Hwy. (Powell Blvd.)
State Hwy. No. 26
Termini: M.P.(if appl) 1.0 - 3.67
Length 2.67 miles
Region Metro
Construction Estimate To be determined
Program Amount

B. Purpose of Project:

To upgrade Powell Blvd. by improving the traffic flow efficiency (level of service), safety, and appearance. And, to provide a southerly access to and from McLoughlin Blvd. (Ore. 99E) on Powell.

C. Origin & History of Project:

The Powell Blvd. project is one of eight projects in the Portland area which were submitted to the Columbia Region Association of Governments (CRAG) in June 1975 to be considered for financing with state bond money. The original proposal extended from the Ross Island Bridge to 82nd Ave. and was divided into two sections at 52nd Ave. A beautification project with planted shoulders and undergrounding of utilities was proposed for the section from 52nd Ave. to 82nd. A four lane

(continued on Page 1A)

D. General Description of Project:

The project will consist of a four lane facility with a continuous left turn lane facility where possible. Right-turn lanes are proposed for the respective intersections of Milwaukie, 26th, 39th, and 50th avenues for both north and southbound traffic from Powell. A left turn phase is proposed for all existing signalized intersections except S.E. 33rd Ave., which may be reduced to vehicle and/or pedestrian actuation.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. Yes ; Parking Yes
Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 36,700*; Projected ADT ______; Yr. ______
Existing Level of Service D-E during peak hour

Proposed Facility: Projected ADT ______; Yr. ______
Projected Level of Service ______

* The highest ADT for Powell occurring within the project section

C. ORIGIN & HISTORY, cont.

boulevard with planted medians and shoulders where possible, left turn refuges at major intersections, and southerly access ramps to and from McLoughlin on Powell were proposed for the section from 52nd Ave. to the Ross Island Bridge. $3.3 million was budgeted for the project.

Due to limited funding and a subsequent re-evaluation of corridor needs, the proposal has changed somewhat, as is indicated in this assessment. The current project will only extend from the Willamette River to 52nd Ave.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 15-20
Yes, No

Acres 2 ; Type of Relocation Req. To be determined ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local commercial sources

Type of Structure(s):

A) Two ramps at the east end of the Ross Island Bridge.

B) A pedestrian over-crossing on Powell in the vicinity of S.E. 9th Ave.

Brief Description of River or Stream and Type of Involvement, if any:

The proposed ramp for traffic southbound on McLoughlin from Powell will be partially suspended over the Willamette River, which would require the placement of bridge piers within the watercourse.

Local City, County or COG priorities of project:

The project was ranked as a priority number one for the use of state bond monies by CRAG.

FHWA and/or OSHD approvals given, if any:

None to date

Location or Design Alternatives (identify and describe):

A) No build

B) The project as proposed with any of the following changes:

1) No ramp access to or from McLoughlin on Powell if cost prohibitive or not justified.

(continued on Page 2A)

Other Descriptive Information or Comments:

This project will be the first of three phases in a long range plan to up-grade Powell Blvd. from the Willamette River to the city of Gresham. Phase Two will extend from 52nd Ave. to I-205 and Phase Three will continue on to Gresham. The latter two phases will be developed as funds and regional priorities permit. The

(continued on Page 2A)

(Attach project sketch map.)

LOCATION OR DESIGN ALTERNATIVES, cont.

2) A single ramp only, southbound on McLoughlin from Powell.
3) No left turn signal phases at major intersections.
4) Reduce or eliminate the proposed right turn lanes to reduce right-of-way impacts.
5) Provide off-street parking for commercial businesses along Powell which may suffer from on-street parking removal.
6) Provide off-street parking for Powell Park which would be adversely impacted by the removal of on-street parking.
7) Allow on-street parking to remain in certain areas along Powell Blvd.

OTHER DESCRIPTIVE INFORMATION OR COMMENTS, cont.

river to 52nd Ave. was selected as phase one because the section demands the most immediate attention due to congestion and safety problems.

Powell Blvd. is classified as a "major through traffic street" in the Arterial Streets Classification Policy and Program for the city of Portland. This program is in a draft stage and has not been formally adopted.

The possibility of undergrounding the utilities along Powell is being investigated as part of this project. The large number of existing utility poles has an adverse impact on the aesthetic quality of the corridor. If undergrounding is cost prohibitive, many of the existing poles will have to be set back for safety and right-of-way needs.

Appropriate landscaping is proposed for the sidewalk/planter strip along Powell where feasible.

Removal of all on-street parking along Powell Boulevard is proposed.

Stage, off-peak, and nighttime construction will be used to minimize adverse construction impacts to traffic on Powell.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project occurs on a gently rolling terraced slope with the section rising in elevation from approximately 50 feet above mean sea level, adjacent to the Willamette River, to 220 feet above mean sea level 2.7 miles to the east. The corridor is entirely developed with significant green space limited to two small city parks abutting Powell on the south, and the landscaped grounds of a children's home which encompasses a six block area on the north side. These spaces contain mature trees, maintained lawns, and some shrubbery. Natural drainage for the project area runs into the Willamette River. The Latourell loam is the predominant soil series present. This series consists of well-drained loam over very gravelly, sandy loam formed in mixed alluvium on terraces.

2. Cultural:

The predominant land use pattern for the project area consists of a thin strip of commercial use fronting both sides of Powell Blvd., with a blend of primarily middle and low income residential use existing behind. Significant exceptions to this pattern are two small city parks facing Powell Blvd., a church, a children's home, three schools, a city garage, and a transition to industrial land use in the vicinity of the project's western terminus.

The commercial activity adjacent to Powell Blvd. is characteristic of potpourri development along a major arterial. Gas stations, fast food restaurants, retail stores, small businesses offering a variety of services, small shopping centers, etc. make up the commercial land use. Most of these establishments are geared toward attracting the auto-oriented consumer, with a few being totally dependent upon existing areas of on-street parking.

Noise levels and air quality are typical of a heavily used arterial with stop-and-go traffic flow and a low level of service during peak hours. Traffic signals occur at an average interval of ten blocks.

(continued on Page 3A)

2. ENVIRONMENTAL SETTING - CULTURAL, cont.

Two historically significant buildings occur in the project corridor: the Portland Community Music Center at the corner of S.E. Francis and S.E. 33rd Place, and the Inman House located near the east end of the Ross Island Bridge.

A considerable number of utility poles, several blighted areas where older buildings have been allowed to deteriorate, heavy traffic, and the disruptive nature of existing commercial activity, serve to negatively impact the aesthetic character of the corridor.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Approximately eleven commercial businesses and two residential units would be encroached upon or displaced.

2. Estimated Impact on Traffic Patterns:

A) Presently prohibited left turns will be allowed at major intersections.
B) A southerly access, on Powell, to and from McLoughlin Blvd. will be added to the existing traffic pattern.
C) Close or reduce accessibility to and from S.E. Waverleigh Blvd. on Powell.
D) The potential for speed limit violations would increase.

Consequences--Air Quality, Noise, Safety, etc.:

A) Improve traffic flow efficiency hence contribute to the improvement of air quality and noise conditions.
B) Improve vehicle accessibility to McLoughlin Blvd. Remove a presently

(continued on Page 4A)

3. Estimated Impact on Land Use:

On-street parking will be removed along Powell.

Consequences:

Approximately seventeen businesses rely, to varying degrees, on this parking, and would be adversely impacted by its removal. If no off-street parking provisions are made for these affected businesses, some may be forced to

(continued on Page 4A)

4. Expected Impact on Natural Ecological Resources:

No significant impacts are expected to occur.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A. On-street parking for approximately 40 vehicles may be partially or entirely removed fronting Powell Park.

(continued on Page 4A)

Consequences:

A) The city park is primarily used for team sport activities. This proposal would reduce or eliminate the only convenient parking for park users.

(continued on Page 4A)

B-2. CONSEQUENCES, cont.

undetermined amount of adverse traffic on the adjacent neighborhood streets which are currently being used to access McLoughlin Blvd.

C) Improve safety for pedestrians crossing 28th Ave. intersection on the north side of Powell Blvd. An insignificant impact to vehicular traffic would result, as the affected portion of Waverleigh is only partially improved and slightly used.

D) Speeding is currently a significant problem on Powell Blvd. Improving the traffic flow efficiency may tend to increase this problem.

B-3. CONSEQUENCES, cont.

relocate. This impact does not significantly alter the land use in the project corridor.

B-5. EXPECTED IMPACT ON CULTURAL AND SCENIC RESOURCES, cont.

B) Removal of 17 mature maple trees, within the existing right-of-way, along the north side of Powell, between 33rd and 36th avenues, and 8 mature maple trees along the south side of Powell between 22nd and 26th avenues.

C) General elimination of on-street parking throughout all or part of the project section.

D) The proposed ramp for eastbound traffic from McLoughlin Blvd. will be in close proximity to the historic Inman House.

CONSEQUENCES, cont.

However, a mitigation measure which provides convenient off-street parking will be examined as a part of the project.

B) A scenic impact to the project corridor.

C) Adverse impact to commercial establishments which are dependent upon on-street parking.

D) The ramp should not significantly add to the already degrading impact of having Powell Blvd. and McLoughlin Blvd. in close proximity to the historic structure.

6. Preliminary Identification of Areas of Critical Concern:

The improvement to Powell Blvd. to vehicular travel may attract additional traffic and its characteristic impacts. The Ross Island Bridge is a capacity restraint which serves to discourage a potentially large volume increase on Powell.

7. Potential for Controversial Issues:

A) Removal of on-street parking.
B) Removal of trees within the right-of-way.
C) Increased emphasis of Powell as a major traffic arterial.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Increasing the level of service on Powell Blvd. will have a positive effect on the corridor's air quality. An air study report will be required to assess the impacts of potential volume increases on Powell.

b. Noise Standards
In a few isolated instances, the source (traffic on Powell) may be moved slightly closer to adjacent receptors. A noise study report will be

(continued on Page 5A)

c. Water Quality Standards
The project should have no significant effect on existing water quality. Construction of bridge ramps will be monitored to ensure minimal impacts.

d. Area Land Use and Transportation Plans, and Zoning
Area land use and zoning will not change significantly as a result of the project. The project is consistent with the CRAG Interim Transportation Plan and the preliminary draft of the City of Portland's Arterial Streets Classification Program.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	XX Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project is not expected to significantly alter the land-use or character of the corridor.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

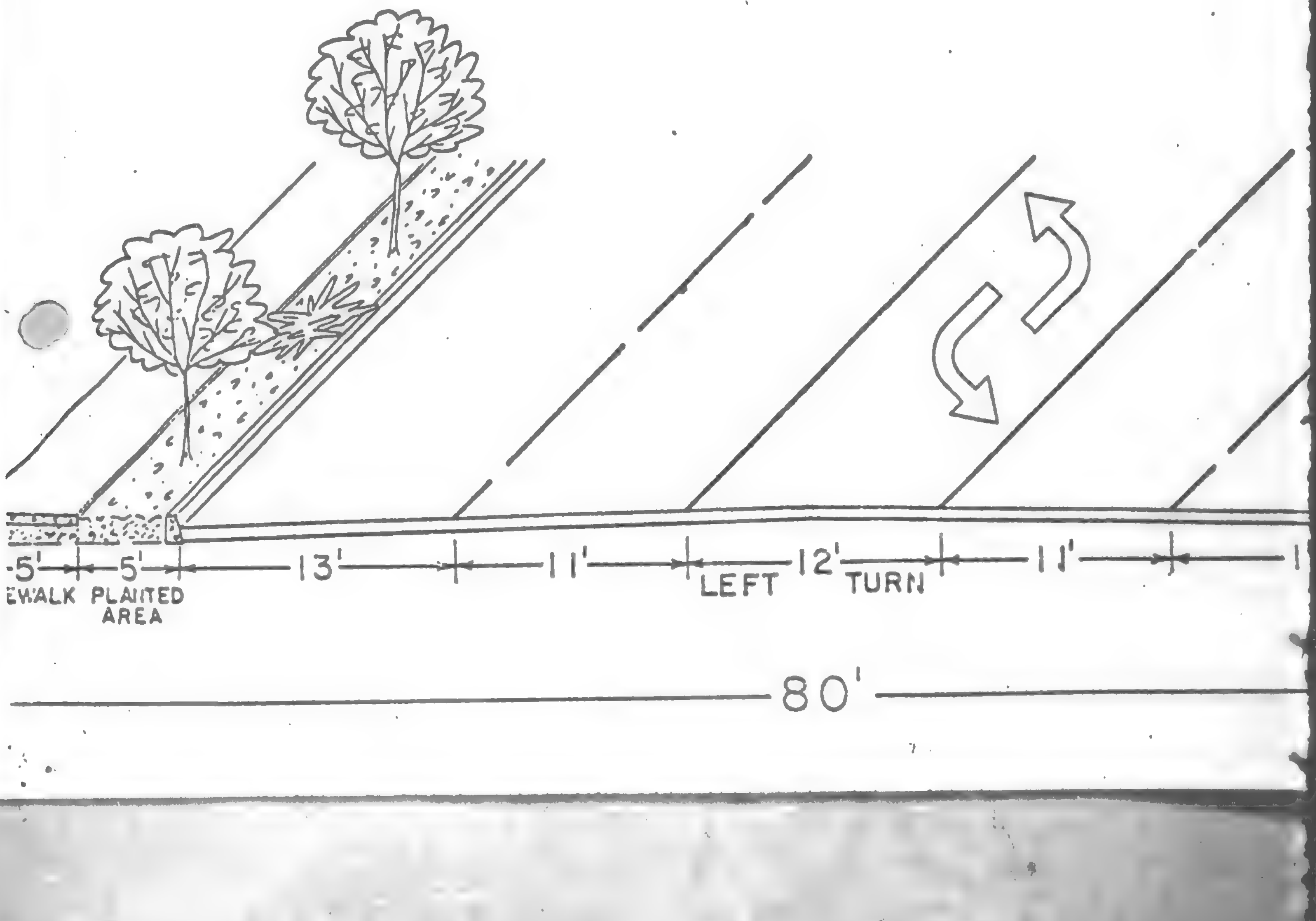
8-b. NOISE STANDARDS, cont.

required to assess the impacts of changing the source proximity to individual receptors, and of possible increases in traffic volumes which may occur despite existing capacity constraints.

POWELL BLVD. TYPICAL SE

S. E. MILWAUKIE AVE. – S. E. 50TH AVE

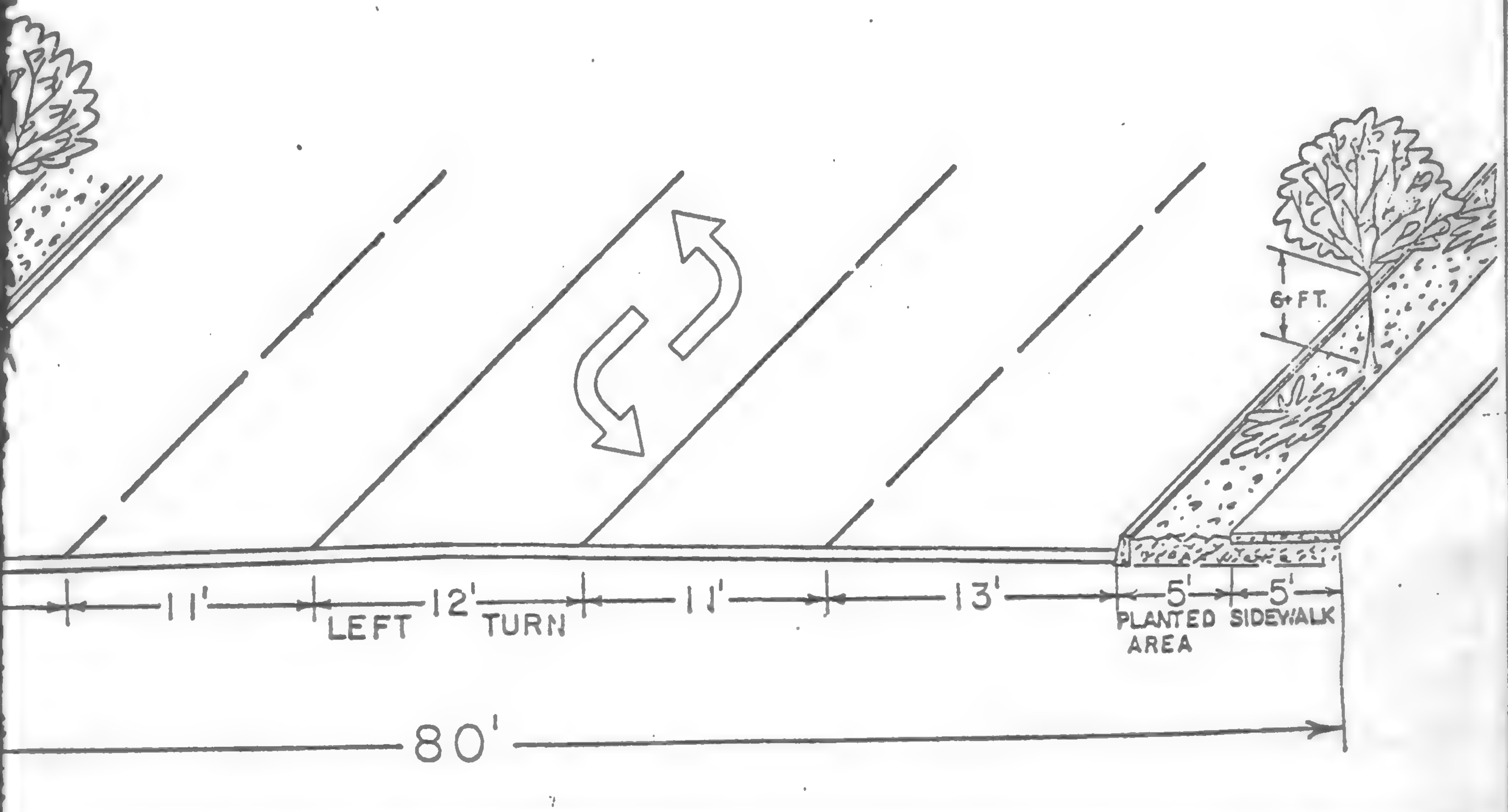
(Preliminary)


-5'
EWALK
5'
PLANTED AREA
13'
11'
LEFT 12' TURN
11'
1
80'

BLVD. TYPICAL SECTION

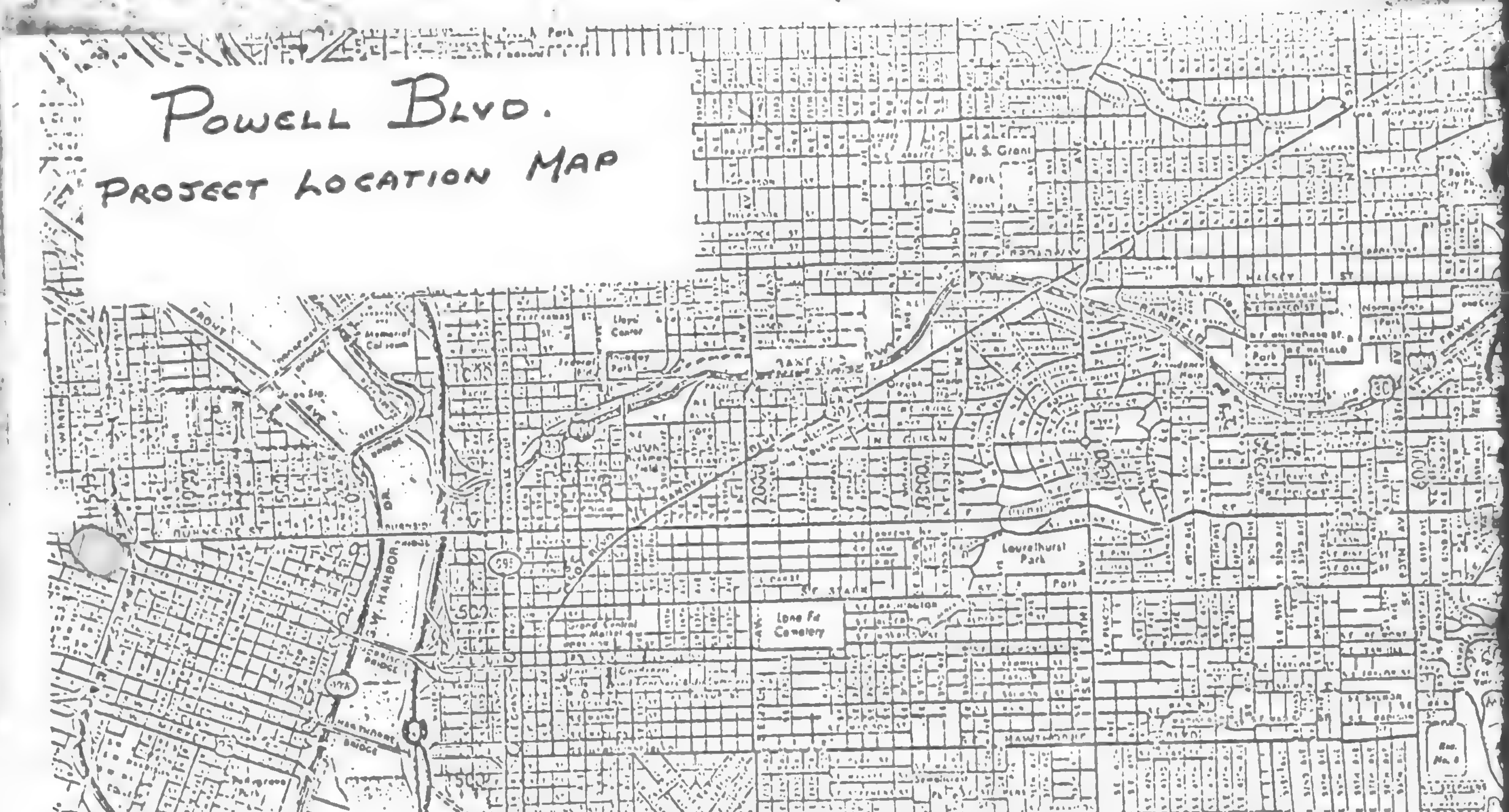
MILWAUKIE AVE. – S. E. 50TH AVE.

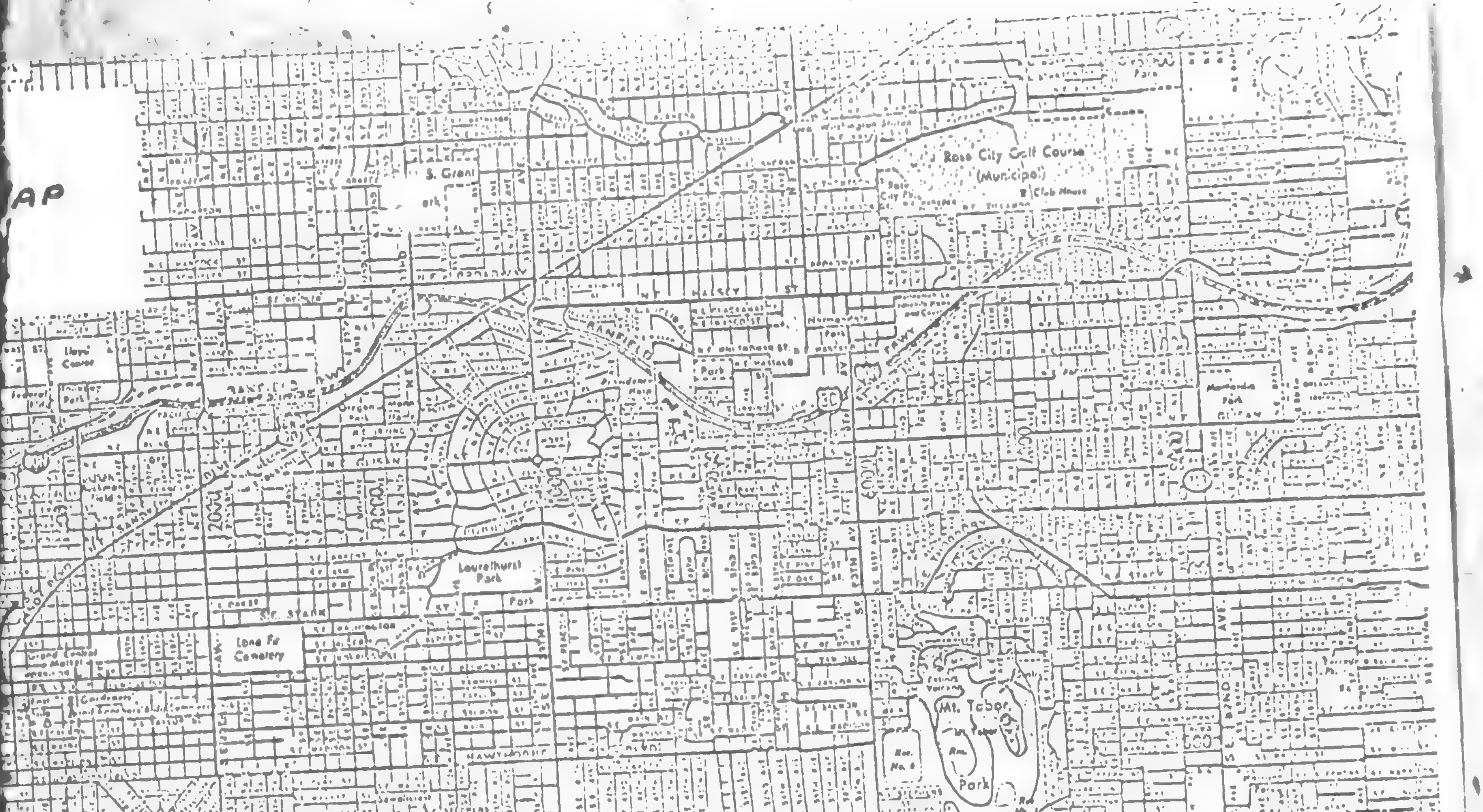
(Preliminary)


6+ FT.
11'
LEFT 12' TURN
11'
13'
5'
PLANTED AREA
5'
SIDEWALK
80'

POWELL BLVD.

PROJECT LOCATION MAP


PROJECT SECTION
Willamette River
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
S.E. McLOUGHLIN
POWELL BLVD
26
Laurelhurst Park
Lone Fir Cemetery
U. S. Grant Park
Reed College
2500
3500
4500
5500


AP
Rose City Golf Course (Municipal)
Club House
Laurelhurst Park
Lone Fir Cemetery
Mt. Tabor Park
HAWTHORNE
PROJECT SECTION
POWELL BLVD.
Powell Park
Creston Park
Reed College
Crystal Springs Lake
Westmoreland Park
HARDTACK ISLAND
EAST ISLAND
Grand Central Market
2500
3500
26

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 8, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon M-0640(-)
Ross Island Bridge - S.E. 52nd Ave.
Mt. Hood Hwy. (Powell Blvd.)

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. Scott Coulter,
State Highway Engineer

The project assessment for this section of Powell Blvd., as submitted with Mr. Rulien's 6-25-76 letter, has been reviewed. I agree with your classification of "Major-Non-Significant" calling for a Negative Declaration. The need for a 4(f) statement is not clear. If replacement parking can be provided without using park property there may be no impact on the park. The need for 4(f) coverage should probably be evaluated later when more information is available regarding preliminary project design.

William H. Keppus
for G. L. Green

cc: OSHD (Potter)
OSHD (C Laux)
OSHD (Metro-Jeff Kaiser)

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sig	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
July 2, 1976

FILE: 26-1301
(210)

NOTED
H.S.COULTER

Telephone 238-8460

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Hwy. (Powell Boulevard)
Technical Advisory Committee Meeting
June 29, 1976

The seventh meeting opened at 2:00 p.m.

The first item on the agenda was the removal of parking on Powell. Mike Borresen conducted a more extensive parking survey by counting the number of parking spaces on Powell and comparing that with the number and location of available off-street spaces. This survey was used to locate additional problem areas that were not mentioned in the City Traffic Bureau's survey, and to help in establishing a business' need for alternate parking. Even if HCD or federal matching funds could be used to purchase property for off-street parking, there is a problem of justifying a lot in an area where only one business is affected by the loss of on-street parking. The TAC decided to treat each area separately and that no one solution could be used. The recommendation for the area from 20th to 23rd Avenue was to leave curb parking on the north side as there is not a congestion or alignment problem in this area. This may have to be the solution for the 26th to 28th Avenue section also. Another alternate would be to vacate a street and use it for a parking lot. Possible locations for this will be researched further before the next meeting.

Joe McArthur brought PGE's rough estimate of costs for undergrounding utilities. The cost of relocating existing overhead facilities and installing new poles would be $94,000. Undergrounding on the south side only would be $140,000, and undergrounding all facilities, except main crossings at intersections and transmission facilities, would be $850,000. PGE would pay $94,000 no matter which alternate is used. There would also be a charge to the customer for connecting their service to the underground facility. These figures do not include any telephone company estimates which will need to be refined since their original half million dollar estimate.

A petition submitted by the Brooklyn neighborhood to expedite construction of a pedestrian overcrossing at 9th Avenue was discussed at length. There was concern as to the justification of 9th Avenue over other areas that need crossings. Although there are not a large number of pedestrians, it is the most hazardous area for pedestrians to cross Powell. Alternate funds may not be available to make this a separate contract, but there is the possibility of starting construction as soon as the administration approves the project, especially if no right-of-way purchases are necessary. Other alternates are pedestrian signals, depending on location and traffic volumes, or crosswalks with safety islands in the median. These have been tentatively located at 13th Place, 24th, 28th Place, 31st, 35th and 45th Avenue.

The project estimate is almost complete. The ramp from Powell westbound to McLoughlin southbound was estimated at 3.2 million dollars (including right-of-way) so has been eliminated for lack of justification. The basic project, which has no major improvements at intersections or right-of-way purchases, was $1,750,000. Signal synchronization was $530,000, and the ramp from McLoughlin to Powell eastbound was $41,000. To buy right-of-way for right-turn lanes and to improve signal phasing at intersections was: Milwaukie Avenue, $270,000-300,000; 26th Avenue, $233,000; 39th Avenue, $338,000-434,000; and 50th Avenue, $38,000. The estimate for widening 39th Avenue to provide left turns onto Powell has not been completed yet.

The next meeting was scheduled for 2:00 p.m. July 20 in the Metro conference room.

The meeting adjourned at 4:15 p.m.

ldo

cc: F. B. Klaboe
E. S. Hunter
[redacted]
J. B. Boyd
Walt Hart
G. A. Potter
L. W. Rulien
J. H. Versteeg
Ed Hardt
F. Bresnan
J. Kaiser
G. Bell
TAC members

RECEIVED
STATE HWY ENGR
JUL 6 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 28, 1976

RECEIVED
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REFER TO
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File
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D/R
R/D
Inves
Info

FILE: 26-1301
(200)

Telephone 238-8460

FROM: MICHAEL BORRESEN Mike Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Citizens Advisory Committee Meeting
June 24, 1976

NOTED
E. S. HUNTER

The tenth meeting was opened at 7:30 p.m.

Mike Borresen discussed the changes on the preliminary plan that have been developed since the last meeting. The ramp from McLoughlin northbound to Powell eastbound has been included as part of the project, but the one from Powell westbound to McLoughlin southbound has been virtually eliminated because of the cost. Its construction and right-of-way costs are approximately three million dollars, which are much higher than originally anticipated. Other changes could be additional crosswalks with pedestrian islands to be tentatively located at 13th Place, 24th, 28th Place, 31st, 35th and 45th. These could be used instead of pedestrian signals.

Because of the emphasis placed on pedestrian safety at the public meeting, the following statistics have been compiled:

A. Intersections with right-turn lanes (reference - ODOT Planning)
  1. Reasons they are safer
    a. Vehicles can turn on red light while pedestrian is waiting on curb
    b. Pedestrian can predict the number of turning vehicles
    c. Drivers would not be as hurried to make the turn, as they are not holding up the through-moving traffic
  2. Reason not safer - longer distance for pedestrian to walk across street (on Powell)

B. Major causes of pedestrian accidents (Page 64, Transportation and Traffic Engineering Handbook) National Study
  1. Pedestrian darts into street between intersections 33%
  2. Pedestrian darts into street at intersections 8%
  3. Turning vehicle merging into another lane hits pedestrian 7%
  4. Car stopped for pedestrian; other car, blinded by first car, hits pedestrian 3%
  5. Bus stop related 3%
  6. Backing vehicle hits pedestrian 2%
  7. Pedestrian exiting from vehicle 1%

C. Child pedestrian accidents
  1. Two percent are at or near school grounds
  2. One of four killed and one of five injured on their way to school or back
  3. One of ten child deaths between ages of 5-14 years is from a pedestrian accident

D. Locations of pedestrian accidents

1. Residential	51%
2. Mixed commercial-resident	7%
3. Commercial	40%
4. Schools	2%

E. Traffic flow at time of accident

1. Normal	56%
2. Light	27%
3. Heavy	17%

F. Other information
   1. Seventy-eight percent of the accidents are on two-way streets
   2. Fifty-seven percent occur on streets under 40 feet wide
   3. Average speeds of vehicles at times of accident were not high
      a. Ninety-five percent were under 35 mph
      b. Fifty-eight percent were under 25 mph

Two petitions were turned in. A request to build the McLoughlin to Powell eastbound ramp contained 135 names for a total of 186 names to date. Another petition with 76 names was to expedite construction of the pedestrian crossing at 9th. Mike Borresen will check the possibility of using other revenue sources and use this petition as part of the request.

A more extensive parking study was conducted to locate possible problem areas that would occur with the removal of on-street parking. This was done by counting the available parking on Powell for each house or business and checking it with the number of off-street spaces presently being used. An example of a problem area is a business with three off-street parking spaces but is allowed to park four cars on the street. This added six more areas to the list of five submitted by the City Traffic Bureau.

The project estimate was submitted to the CAC to use in building the priority list of objectives. The basic project (eleven-foot lanes, left-turn refuge, pedestrian crossing, etc.) is estimated at $1,750,000. Assuming undergrounding of the wiring, signal synchronization would be approximately $530,000. The widening of Powell at intersections to provide right-turn lanes and improved signal phasing would be: Milwaukie Avenue, $270,000-300,000; 26th Avenue, $233,000; 39th Avenue, $338,000-434,000; and 50th Avenue, $38,000. The ramp from McLoughlin to Powell eastbound, assuming no right-of-way takes, would be $41,000, but the ramp from Powell to McLoughlin southbound would be $3,200,000. This higher figure reflects the cost of right-of-way not computed in the previous estimate. The estimate for widening 39th Avenue to provide left turns onto Powell has not been computed yet.

The next meeting was set for July 15 at 7:30 p.m. in the Metro conference room.

The meeting adjourned at 9:30 p.m.

ldo

FORM 81-734-3034

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OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 21, 1976

FILE: 26-1301
(270)

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

SUBJECT: Ross Island Bridge-52nd Ave. Section
Mt. Hood Highway (Powell Boulevard)
Summary of June 9, 1976 Public Meeting

TO: MEMO TO THE FILE

An information meeting was held at Cleveland High School to make the public aware of the project and its objectives. Richard Ball, chairman of the Citizens Advisory Committee, chaired the meeting and described the role of the CAC. Bob Bothman gave a briefing on how the project originated and where the funding will come from. Mike Borresen described the Technical Advisory Committee, the City of Portland's design directives and the process used to develop the design proposals.. After walking through the preliminary design drawings and alternatives, the meeting was opened for discussion and comments.

Nearly three hundred persons attended the meeting and there were forty-four speakers from the audience. A show of hands during the latter half of the meeting had about 60% favoring some type of improvement and 40% favoring abandoning the project. A summary of comments follows with the number of speakers listed in parenthesis.

A. Reasons for the project

1. Need to improve pedestrian safety (6)
2. Need to improve traffic safety (2)
3. Need left turns (4)
4. Improvement is long overdue (4)
5. Want improvement, not freeway (2)

B. Improvements asked for

1. 42nd/43rd intersection - pedestrian and auto conflict (2)
2. Signal synchronization (2)
3. Remove all parking on Powell (3)
4. Remove parking, but provide off-street lots (6)
5. Provide left turns on Powell and on 39th Avenue to remove traffic from 36th, Lafayette, and 43rd (3)
6. Pedestrian signal at 28th for Cleveland High School (1)
7. Pedestrian signal at 36th for Parry Center and St. Ignatius church and school (1)
8. Spend Mt. Hood transfer money for project on out to I-205 (3)

C. Other comments

1. Buy right-of-way from parks rather than wipe out businesses at 26th (1)
2. Make Powell and Division into one-way couplet from 12th to 82nd (1)
3. Leave signal at 33rd for pedestrians (2)
4. Put traffic on Foster Road and leave neighborhoods from 50th to 82nd alone (1)

D. Reasons against project

1. Project will make Powell a freeway (1)
2. Waste of money - can't afford any improvements (2)
3. Speeds too fast on Powell now (2)
4. Want Mt. Hood Freeway (4)
5. Don't need more traffic on Powell (3)
6. Project would be detriment to community - only good for Gresham (1)

ldo

INFORMATIONAL MEETING

Powell Boulevard Improvement Project

June 9, 1976

Submitted by Michael A. Borresen

Speakers:
B.B. - Bob Bothman, OSHD
M.B. - Mike Borresen, OSHD
R.B. - Richard Ball, CAC
G.K. - Gary Knowlton, OSHD
S.D. - Steve Dotterrer, Planning Bureau
Pub. - Public

R.B. We're getting started a little late but people have still been coming through the door, and we want to get everybody here we can.

Good Evening, we're glad you came. We felt that we should start out by giving you somewhat of an explanation as to who we all are. My name is Richard Ball, B-A-L-L, I'm the chairman of the Citizens Advisory Committee. I'm sure you don't know what that is, but I'll tell you about it in just a minute.

This is an informal meeting; it's not a formal meeting. It's very informal, and we want the input from you people on this Powell Boulevard project. That's the purpose of this meeting.

I won't go into too much explanation of how this got started, but I will explain to you what the CAC or Citizens Advisory Committee is. It became rather obvious to everybody when the Mt. Hood Freeway went down that Powell Boulevard was going to get worse than it already was, so the Highway Department does a beautiful job; they came and asked the citizens to form a group, a group called the Citizens Advisory Committee. And what we are, actually, are the representatives of different areas up and down Powell Boulevard.

The Citizens Advisory Committee people are the people at the table on my left and the people at the table on my right. Each one of those people represents another group of what we hope are concerned citizens, property owners, shop owners and business people; and we have been having meetings with those people in order to get their input. We have been acting as a liaison, as it were, between the public and the Highway Department.

The Highway Department wants to know what you people want. The input we've given them so far and which ____________________ we hope you people wanted is what has resulted in the maps, the proposals that you see, that you saw as you came in the hall over here and on the wall behind me.

Now, I would like to set some ground rules for this meeting. We could get a lot of confusion if everybody started talking at once, obviously. We would like to have the gentlemen from the Highway Department give a full explanation of where we are at this point in time. Before I introduce any of them, however, I'd like to introduce to you the members of the Citizens Advisory Committee.

You all got a notice through the mail, and in that notice you got the names of people representing certain neighborhood groups and certain merchant groups. I would like to have you be introduced to them so that you can recognize what they look like. And if the members of the CAC would raise their hands when I call their name, then you'll know who we're talking about. They started out with business groups, and we divided into, I haven't even counted, about 11 groups, 12 groups, something like that.

Business groups first were represented. The first area represented is the River to 17th Avenue, which the CAC member is Robert Roberts. Is Bob here? I haven't even seen him. Bob, are you here someplace? O.K. The second group was from 17th to 28th Avenue on Powell Boulevard, and that area is represented by Helen Greenough. Helen? The area from 28th to 43rd is a group that I represent, and again my name is Richard Ball and I am a property owner in that area. 43rd to 52nd Avenue, Woody Froom. Woody? The Foster Road group are being represented by Grover Sparkman. Grover?

In the neighborhood associations, the Brooklyn Action Corps is represented by Robert Johnson. Bob? The Foster-Powell group by Marilyn McCabe. Marilyn? The Hosford-Abernathy group by Ralph Greiling. The Richmond group by Dianne Lanctot. Dianne? Where did Dianne go? I saw her. Oh, there she is. O.K. The South-Tabor area by Marie Brown. Marie? The unincorporated area south of Powell by Ron Belec. Ron? And the school district's being represented by Sue Parker.

And those are the people who have been acting as liaison. And we have been trying to contact as many of you people, citizens, as we can to find out what it is you want or don't want. Trying to take that information back to the Highway Department so they could, so that they could prepare this map behind me. Understand this is a proposal, that's all it is. It is not something the Highway Department says we are going to do. It's a proposal, and we want to talk it over with you people, they want to talk it over with you people.

Along with the Citizens Advisory Committee, there is another group called the Technical Advisory Committee or TAC, and I won't go into too much explanation about them. We'll get their explanation on that a little bit later on. They have been working with the Highway Department also.

At this time I would like to introduce the members of the Highway Department, most of whom are here at the front table, who will be answering your questions and taking your comments. And ladies and gentlemen, we want to get all the questions. We want to make sure that everybody understands, that all your questions are answered, and certainly, most importantly, we want your input. We want your comments, your suggestions of what the Highway Department can do to make you happier.

First of all, I would like to introduce our project coordinator from the Highway Department, Mr. Mike Borresen at the end of the table here. Mike will shortly be the gentleman who will be explaining all this here thing. Seated next to me on my right is the Assistant State Highway Engineer, Mr. Bob Bothman. And we have at the head table our City gentleman from the City Planning Bureau, Steve Dotterrer; and a gentleman from the Right-of-Way Division of the State of Oregon, Gary Knowlton. That's about all I'm going to have to say at this particular point in time. I think that the history of this thing is going to be explained by Bob Bothman.

B.B. Just a little bit of a background on how we got to the project that we're now trying to develop on Powell. The legislature in 1973 passed the Bonding Measure, which gave the Highway Division the authority - Department of Transportation the authority - to issue bonds in order to initiate some needed highway projects. Part of that authority was passed along to the local jurisdictions, which meant that we asked the City of Portland and CRAG, Columbia Region Association of Governments, to come up with a prioritized list of projects that they proposed to use this money to build.

It took about a year and a half for them to come up with eight projects in the Metropolitan Region, which includes the three county area as well as the City of Portland. The City's priorities rested with Powell Boulevard, Macadam Avenue and Union Avenue. As things developed, Powell developed to be the number one priority. So that was the effort, and that is the current funding that we're working with to come up with a street improvement on Powell Boulevard.

A lot of other things have happened. Dick mentioned the Mt. Hood Freeway. The transfer of the Mt. Hood Freeway has been completed so that effort is completed. At the same time, about two months ago, the Congress passed the 1976 Highway Act, which had a considerable change in direction and did directly effect those transferred monies to the Mt. Hood Freeway in that they could not only be used for transit projects but they could be used for any highway project. And the "any" is even widely different from the previous use of federal monies, and that is we can use it for minor improvements, maintenance improvements, safety improvements, improvements to increase capacity. In short, we can use it for Powell Boulevard.

So at this point in time we have the potential of additional funds to use on Powell Boulevard and a thought - and that's about what it is at this point - that Powell should be improved out to I-205. But at this point in time . . . At this point in time, we only have the money to do the first section, and that's 2.8 million to do that section between Foster, about 52nd, and the River, that being determined by the City as the highest priority. So although we will analyze as we look at traffic and projections and implications of this project for 52nd to the River, we will at the same time be evaluating the effects of anything we do on the lower section of Powell, on the easterly section of Powell.

So that's a little bit of the history of where we are. And I emphasize one more time, and I'm sure Mike will too, that we have not developed alternatives, that this is not the formal hearing. What we're trying to do now is to come up with some alternatives that are workable and are satisfactory and can be advanced. So that's where we are with this proposal we're trying on for size, so to speak, this evening. With that I would like to turn it over to Mike, and he can describe the Technical Advisory Committee and the project.

M.B. O.K., as Bob said, the Technical Advisory Committee was set up back in January of this year. It consists of the State Highway Division; City of Portland Planning Bureau, Traffic Bureau, and Public Works; also Multnomah County; DEQ and Tri-Met. Their prime function is to provide technical advice on design and insure that each governmental body knows what the other body is doing, so the left hand knows what the right hand is doing. At least that's what we're trying to maintain.

Our next step then was to set up a Citizens Advisory Committee, as Dick Ball mentioned. From there all we had to begin with were policies and directives from the City Planning Bureau. Their policy, and I'll read it now, "is to develop Powell Boulevard as a major City traffic street to efficiently serve moderate volumes of east-west auto and truck traffic having at least one trip end, either origin or destination, within Southeast Portland." From this we used their design directives, and what they established were two traffic lanes in the peak direction which provided at least a uniform level of service D. What this means is it's approaching an unstable flow, there are tolerable delays and usually 15 to 20 mph traffic. And this is set up for 1990 traffic volumes.

We also are looking at a 30 to 35 mph speed limit, improved signalization and signing, allowing left turns at major intersections. This cannot be done now. Selective closure of local service streets to effect a desired neighborhood traffic pattern, and this must be done through the request from the residents of the street. We cannot go out and just close the street. If the residents petition for it, this is how we go about closing the streets. Ramps from Powell westbound to McLoughlin southbound and another one from McLoughlin northbound to Powell eastbound, and I'll show that up on the map a little further on. Good safe pedestrian access to schools, parks, shopping areas and transit stops. No exclusive express transitway or exclusive running lanes for buses. We are also looking at bus turnouts at major bus transfer points.

The Citizens Advisory Committee recommended the continuous left-turn refuge, which you see on the proposal behind me and also by the door. They also felt that since money is going to be spent on this project, why not improve the aesthetics; and they're pushing for undergrounding of utilities and also a landscaped area between the curb and the sidewalk. Now this would not necessarily have to be done in all areas. In some business areas they probably would not want trees out in front of the business. It all depends on how driveways are situated and the streets.

The plans were then developed from the input from the Technical Advisory Committee and the Citizens Advisory Committee and also through a computer analysis of intersection capacities. And this was done in our Planning Section in Salem. The way the computer analysis was run, we ran traffic counts at the major intersections, traffic counts at selected streets around the major intersections, and we use these to see whether or not a left turn at say 21st, or Milwaukie, or wherever would be justified. If there were enough people making left turns at 20th and 22nd, that could use a left turn at 21st, this is what we were trying to find.

We also had street inventories from the City Bureau of Traffic and traffic observations during the a.m. and p.m. peak hours. The computer analysis showed a 10 to 23 percent increase in traffic for 1990. This is lower than would be expected due to the time lapse, and this is because of the limited capacity of the Ross Island Bridge and also the Milwaukie Avenue intersection.

From there we have gone through three other plans. As we said, this is Plan 4. Our first plan had a wider travel lane, which we've now changed to a narrow travel lane to allow a wider area between the curb and the property line. So what I'll do now is walk through our plan, and then we'll just open it up to questions. I'll use the hand mike.

Oh, one thing I do want to mention - the newsletter that was mentioned earlier - we have copies of it at both doors and it has the names of all the representatives of the Citizens Advisory Committee. This was sent out to 25,515 residents in the corridor. We also plan on having two other mailings. The next step from this meeting then will be to get through design, and we hope to do that within the month if we can. Our next step from there would be a design hearing in October of this year. From there it would go to City Council, the Highway Commission, and then if federal funds are available for the project, it would have to be approved by the Federal Highway Commission. Construction would then be in February of 1978. Meanwhile, we are scheduled for two other newsletters, and also the Citizens Advisory Committee will be meeting within your areas. We hope that from this meeting, you will now go up to the local Citizens Advisory Committee meetings to give more input, and also to find out what has been taking place at the Technical Advisory Committee and at the Citizens Advisory Committee meetings. O.K.

R.B. I wanted to comment that if you would please, hold your comments and your questions until Mike's had a chance to go through the entire map. We want to try and have as much order as we can. And what we're going to do when we get to the questions and comments period, Jef is going to take the hand mike, go around to anybody who has anything to say. I want everybody to have a chance to say what they want to, and let each of you speak your piece. We're going to try and hold our questions down, of course, to as short a time as possible because I don't think any of us want to be here until 2 o'clock in the morning, but we do want you all to have your say. O.K., go ahead Mike.

M.B. O.K., what we have here is actually what you might call a cadillac model. We are trying to get the best features we can onto this plan, and from there we're going to have to set up a list of priorities. As Bob Bothman mentioned, we have 2.8 million dollars to spend on this project; and we realize that what we have to do on this plan is more than they have given us. So some of these things will have to be eliminated.

To begin with, one of the handouts at the door is a copy of the proposed typical cross section. What this is, there are four travel lanes of 11 foot with a 2-foot shy distance against the curb. Also, we have a 12-foot left-turn refuge. This would be a continuous left-turn refuge to allow a left turn either to the left or, well it would be a left no matter which direction you're going, north or south. We also have a 5-foot sidewalk and a 5-foot planted area. Now this 5-foot planted area can vary. You can either widen your sidewalk all the way out to 10 foot or have a 4-foot planted area, whatever. These are some of the things we'd like to get as input.

Now this typical section is actually our section from Milwaukie Avenue to 50th, except at major signalized intersections where we need additional right-of-way for specific items such as a right-turn lane; and I'll go through those. O.K., between the Ross Island Bridge and Milwaukie Avenue there is a 90-foot right-of-way now. Can everybody hear me? I guess so. As I said, we have a 90-foot right-of-way between the Ross Island Bridge and Milwaukie Avenue, so we are not looking at any additional right-of-way takes in this area except at the intersection of Milwaukie Avenue. Now, what we're looking at in this area, would be an improvement to allow, under this plan, the left turn from Powell to Milwaukie northbound and southbound.

Now we have three different, or actually four, alternatives here under this type of plan. These two would not allow the left turn from Powell to Milwaukie northbound. Our major problem is capacity at this intersection. To allow the left turn, we have to be taking green time from some other direction, most likely the through traffic on Powell. Also, to add in a good right-turn lane from Powell to Milwaukie southbound, we'd have to buy right-of-way at the intersection. This plan shows buying the right-of-way on the north side. Our other plan, which is Alternate No. 3 and Alternate No. 1, would buy the right-of-way on the south side.

O.K., the other thing we have for this area are ramps. We have now a petition for the ramp from McLoughlin to Powell eastbound. Now, what this would be, would be just an on-grade ramp. At one time this street was open to traffic. It has been closed, and the residents from 7th to Milwaukie (Avenue) feel that there is a heavy usage of traffic now on their streets because they cannot make this turn. So this is why we are looking at this ramp. The other ramp is a structure; but right now, by the way it's drawn, our projected costs are from 1 million to 1½ million dollars. Trying to justify this with the number of vehicles that would use it is pretty difficult right now, especially with limited funds. But, as I say, this is still an alternate.

O.K., the area then from 13th to 20th is all the 17th and Powell project. That is a completed project. We have no plans for doing any changes in that area. We would allow left turns on 13th to the north, and I understand that there has been a request not to allow a left turn onto 12th. So the way it's set up right now there would not be this left turn onto 12th to the south.

Pub. Why not?

M.B. O.K., to allow the refuge for the left turn into the north, which is the fire station. We have to allow that left turn. This would hinder making a left turn to the south. Also, because of the request, you could sign this as "No Left Turn". It could go either way, if there is or isn't, it depends. But, as I say, right now there is a request not to allow the left-turn lanes.

O.K., also at Milwaukie, what we're looking at is a phase signal for the left turn. It would have a separate phase at the signal to make their left turn. At 21st, because of the lower volumes of traffic, we feel there would not be a need to have that separate phase. You would still be able to make that left turn, but there would not be a separate signal phase. At 26th we've projected, through the land use planning, an increase in industrial or commercial growth in this whole area. Twenty-sixth is being looked at now as a problem area. So what we tried to do to ease up the capacity problems of this intersection would be to add the right-turn lane. Of course, to do that we need to buy right-of-way. We have a problem with the park on one side and the school on the other. We cannot buy right-of-way from the school, we cannot buy the right-of-way from the park. If there is another way to go . . . So that would mean taking frontage from the gas station and also from these buildings in here. As I say, this is a cadillac plan, and we may not be able to go along with the right-turn lanes.

Another thing we're looking at is in the area of Waverleigh and 28th. Right now we have a bad problem with students trying to cross in this area. So we have two alternates. One of them would be to cul-de-sac off Waverleigh and dispose of the through traffic. The other would be just a directional flow. This way we'd be able to give them an island here, one on the other end, and you could either have a raised island or a painted island in the middle. At least this way the students or pedestrians would have somewhere to stand in here. They wouldn't have quite as long of a no man's land where they could get hit by traffic. Safety zone.

O.K., 33rd Avenue, we're still trying to find justification for the signal at 33rd. We're looking at whether there is a high usage for pedestrians or, according to City Traffic, that signal was put in there for speed control. I do not think that it's functioning that way now. In fact, City Traffic says that as far as they're concerned, the signal could be removed. But, as I said, we don't want to remove the signal if we feel that there is a heavy usage for pedestrians or from traffic from 33rd.

Our other area where right-of-way would be needed would be in 39th. Now, what we've looked at here is the same thing. The right turns to 39th. We've also looked into the possibility of maybe doing a full-blown job at 39th and actually widening 39th to allow the left turns from 39th onto Powell. Of course, in order to do that, that's quite a right-of-way purchase. And there we've got the problem - lack of funds.

The only other change then would be at 50th. In order to allow the left turn from Powell to 50th to the north, we would have to buy an additional 11 feet of right-of-way and this would be purchased on the south side. There are no parking places there now, but it is an asphalt area in front of these businesses.

Between 50th and 52nd there would be no change except for the signals at 52nd and at 50th. Right now the signals are not synchronized, and we have a congestion problem with the traffic flowing through 50th and then getting stopped at 52nd. So that can be changed by signalization.

Now, getting back, we have pedestrian problems that we do know about in the area from the Ross Island Bridge to Milwaukie Avenue. What we propose here at 9th Avenue is a pedestrian overcrossing. Now, I understand today there was an accident with a pedestrian at 10th, and either last week or the week before, there was a pedestrian accident at 8th. This is a bad area to try to get across. We also talked to Tri-Met and Tri-Met has gone along with moving the bus stops to 9th, having the other one at Milwaukie in this area. There would be two bus stops on the north side with a pedestrian crossing to the bus stop.

O.K., now, in order to put this plan into effect, there would have to be the removal of all parking between the Ross Island Bridge and 50th Avenue. We have also looked at what would happen by removing the parking. The City Traffic Bureau has conducted a parking survey; they looked at the areas where parking would be a problem. One of these areas then is 20th to 23rd on the north side. These businesses do not have off-street parking. Another area is 26th to 28th, and then there are some others further on out. One of them would be from 50th to 52nd. There is another one at 33rd and I believe 36th to 37th. No, I take that back; 37th to 38th on the south side and 33rd Place.

O.K., one of the alternatives we could do in this area would be to keep the parking, and in order to do that, we'd have to decrease the size of the sidewalk to 6 feet and change the outside lane to 11 feet. This would be allowing an 8-foot parking area. On the opposite side of the street you'd only have an 8-foot sidewalk instead of a 10-foot. This also changes your level of service by 10 percent. So at 21st it would not change the level of service that much. It would still be less than, or it would be between C and D, which is not bad. At 26th, we do have a problem. In order to . . .

Pub. Would you mind holding that mike up to your mouth so we can hear back here?

M.B. Sorry, sorry about that. O.K., at 26th, I was saying we would have a problem by leaving the parking in. In order to leave the parking in at 26th, you would not be able to have the right-turn lane from Powell to 26th to the north. You would also, as I said because of the parking, it would change the level of service by 10 percent. Also, by taking out the right-turn lane, you're changing the level of service, too. You'd be putting this intersection into a capacity problem which is similar to Milwaukie (Avenue) today. So this is one of the areas we have to study even further.

O.K., as I was saying, yeah, one of the things that we are studying on the off-street parking problem would be whether we could get federal funds for off-street parking. According to the Federal Highway Commission, right now if we can show a strong justification for putting in a parking lot, which would have to be a public parking lot, it would not be for those businesses specifically. Businessmen could use the parking lot, but it would also be open to the public. They feel that buying out one business would be better than maybe having five or six of them go out of business because of not having the parking. So there still is a possibility of going with the off-street parking. O.K.

R.B. That's about it for what we have to tell you and now we'd like to hear from you people if you'll raise your hands. I think it would be a little easier to give the microphone to you. We'll start over here, I guess. We can start here as well as anyplace else. Jef, are you going to do this? Now, you can identify yourselves if you want or you don't have to.

Pub. O.K., I was wondering, he mentioned that, I don't know, between 39th and 50th nothing further was going to be done. With the intersection where 42nd meets Powell and 43rd the streets are just offset by, I don't know, they have a light there and 42nd and 43rd both get a green at the same time, along with a walk signal going across Powell. Now, there have been quite a few times where I myself have crossed there and cars have turned either right from, let's see, O.K., turned to head east on Powell from 42nd or made a left turn from 43rd to head east. And there's no regard for the pedestrians at all and I'm surprised somebody hasn't gotten hurt there. And I was just wondering if maybe they could consider making a separate walk signal and stopping all the traffic, or a flashing yellow light instead of just a steady green, or something to warn that there are pedestrians crossing.

M.B. O.K., at 42nd, that's right. I neglected to mention that there would be a signal improvement at that intersection. These are things that will be studied, as all we're really looking at now is just the phasing, where we needed the separate phase for a left turn at the intersection. We have not gone really into how the phasing would be done as far as allowing pedestrian crossings or whatever. The signal at 42nd, which is 42nd and 43rd, we feel that maybe by putting in two separate signals would help. Right now there is only one signal splitting the two streets and some of the people go beyond where they're supposed to at their stoplight. But this is one intersection, right, that is being studied, that something needs to be done.

Pub. Some of the concerns that I have . . . I'm Roger Childers. I'm part of Roberts, Inc. on Powell. We employ about 26 people. Also, I'm chairman of the Powell Boulevard Association, which consists of an organization concerning all the citizens and residents in the area.

The concerns we have since the freeway has been banned has been making Powell Boulevard a freeway. Now, we are improving a street right now that goes from downtown eastward, depending if you are coming from Gresham into Portland. My concern and those that I represent is: If you are a businessman or a commuter anywhere in the area, you are going to travel on the street that's improved. I would. And so my concern is the traffic flow, the amount of traffic flow, what that's going to do to Powell Boulevard and the businesses and the residents that are on the street.

We are talking about synchronizing lights. We're talking about good left lane control - which I'm all for - but I'm concerned about the flow of traffic. All of a sudden we are going to have a freeway, no matter what we do on Powell Boulevard. And I think it's important to realize that you people have the right to say "We don't want the improvements, we don't want a freeway," if that's your desire. And I think that it's important that you realize that you can say that. This still is a government by the people, for the people and you have that right. (Applause)

Pub. My question is in regard to the area between 20th and 21st on Powell. According to your figures, or whoever gave these out, I figured up that you were going to use 47 feet. I don't know what the dimension of Powell on the west side of the intersection at 21st is, but according to my figures, I don't know how you can put that in there now.

M.B. O.K., what we have between Milwaukie Avenue . . .

Pub. No, between 20th and 21st.

M.B. Right, but between Milwaukie Avenue and 50th, except for the 17th and Powell undercrossing, there is an 80-foot right-of-way. Now, in order to get that section in, we need 60 feet. And with the 10-foot sidewalk areas, that would make 80 feet. So that's from property line to property line, the way it is now.

So this section would go in in the section between the property lines that are there now without additional right-of-way taking except at intersections where we'd need a right-turn lane.

Pub. I didn't understand your talking about parking lots, just what you meant by that. Were you talking about a parking lot or several parking lots or do you have the . . . Have you decided where they would go if there were extra parking lots put in? This was a question that kind of went clear over my head so I'd like . . .

M.B. O.K. No we are still trying to get input as to where parking lots should be put. This is something that we need. We know where there would be parking problems now because of the City's traffic study. From that now it's up to the businessmen. We're looking at . . . We hope that the businessmen could say "Well, here's a piece of property that could be used as a parking lot." Maybe there's an abandoned building or a vacant lot or whatever that could be used for off-street parking. And, as I said, it would become a public parking lot.

R.B. We've covered this in some of our CAC meetings, Mike, if I could say something myself here. And what they're saying is the Highway Department, if I'm not mistaken, you can correct me, is that the Highway Department cannot do that kind of thing. That has to be a municipal thing; the City would do it.

M.B. The City would maintain it.

R.B. The City would maintain it.

M.B. Right.

R.B. Thank you.

Pub. My name is Rod Monroe. I'm concerned like this gentleman here with the intersection at 42nd and 43rd, and I would like to explain a little further what the problem is there. There is a school and a church there, St. Ignatius, right at that intersection, and also a little bit up the road on the other side is Creston School. We have a lot of children, a lot of pedestrian children, who cross that intersection. And the reason that the traffic is so heavy there and so heavy through the neighborhood streets of Franklin and 43rd is because there's no left turn at 39th. And so people going south on 39th, wishing to turn left onto Powell and head east on Powell, take Franklin Street to 43rd and then 43rd and then turn left from 43rd on the signal onto Powell, crossing the pedestrian crossway and also crossing the path of traffic traveling through from 42nd, jogging across on 43rd. So there have been accidents there, several that I know of because I live near the area. I don't know of any pedestrian accidents yet, but there's always that possibility. It seems to me the logical solution, and you mentioned that you are thinking about the possibility of it, would be to put a left-turn signal on 39th, not just on Powell, but on 39th, so that people could turn left from 39th onto Powell. And even if that costs a considerable amount of money, I think that should be given a very high priority because of the problem with this intersection.

M.B. Thank you.

R.B. O.K.

Pub. I'm in the excavating business and 2.8 million dollars is not a big contract for this much work. I am real curious to find out if the people that have decided that this is enough money to do this much work has taken into consideration the set increases in union contracts and inflation, which has to date been unreasonable.

M.B. This plan here we have not run through an estimate. When we originally came up with an estimate on this project, it was a little over 3 million dollars. And now, as I said, with the ramp, that in itself is a million to a million and a half. So, by eliminating that ramp allows more money to be used between the Ross Island Bridge and 50th Avenue.

Pub. Just not too long ago there was a contract let for a Tri-Met satellite parking area just east of 92nd on Powell and that budget ran over a half a million dollars more than what Tri-Met expected. And everyone here knows that we're the ones that foot the bill, whether it's through taxation of a company or property taxes or sales tax. We all foot the bill one way or the other. I don't see where we can afford any more improvements, especially if the estimates aren't realistic. As far as the money goes in construction; so, to date, they haven't been realistic. (Applause)

Pub. I'm ______________________ and another question I would like to ask: What preparations have they made to take care of the traffic on out around 70th and on out that way after you build this freeway downtown? Now I stood there on the corner this evening on 70th, and when the light changes there, the traffic was backed up as much as two blocks with the existing traffic. So if you go and dump another two lanes into that, what are you going to have and how are you going to get rid of that traffic there?

M.B. O.K. Right now, as we've said earlier, what we're looking at is only out to 52nd Avenue. There are no funds available as yet to do the section between 52nd and on out, either to 82nd or out to I-205. So we're actually not. . . This is why we want everybody involved, because we realize that whatever happens on this section will effect the area on out; but there are four lanes on Powell now, we're leaving four lanes. All we're adding is the additional left-turn refuge. Also, one of the projects that is being looked at in the interim is at 82nd and Powell - adding a left-turn lane at 82nd, which has been needed for quite a while.

Pub. I'd like to ask: With this new change, would there be any parking allowed on Powell?

M.B. No, there would not. Not under this proposal.

Pub. Well I feel like Cassandra, that this thing isn't going to be worth a darn. By the time they get it fixed up, traffic is going to be so bad that we'll have to put in the Mt. Hood Freeway. (Applause) The Mt. Hood Freeway should have been put in. I think everybody here agrees that the Mt. Hood Freeway cancellation was the biggest mistake this administration has ever made. (Applause) Now, we have parking on the south side of Powell right now, but not on the north side of Powell. My suggestion would be. . . The first step would be to eliminate all parking on Powell before 9 o'clock at night. That would get a lot of the traffic off it. Powell now is overloaded beyond all measure and add all this; by the time it gets up to 52nd Street, they're going to be jammed from 52nd Street down to the bridge again. So this thing is kind of a big waste of money.

M.B. There's going to be an increase in traffic whether anything is done or not. This is the problem. You've got a capacity restriction at the Ross Island Bridge and there are no improvements for Ross Island Bridge.

Pub. ______________________________ for over 20 years. I have to go to Powell to get to my place, but I take a dim view of this layout.

R.B. Thank you very much. We have another lady here with a question.

Pub. Yes. I don't know what your engineering ability is or anything, but I went to talk to some engineers in the office about this. And first of all, they said Ross Island Bridge - right now it's too narrow. It should be widened before they widen anything else. Then, you come up and you've got that underpass. You want 35, you've got that underpass, no way can you go 35. Then you come to Cleveland and that you can't go 35; you're going to kill some more children, which have been killed and hurt. Then you get up to Waverleigh Childrens Home. Then to St. Ignatius. Then Creston, then Franklin and then Kellogg. Now, how many children haven't been hurt on Powell this year? Because we've had them in the clinic. (Applause) They haul them down there.

M.B. These are the things that we're looking for. So . . .

Pub. Now 35 mph going . . . They have to slow up to 20 mph within two blocks either way, and you're going to have rear-end collisions if you're going to slow up every two blocks to 20.

M.B. Well, as I said, the speed limits are 30 to 35. Now we realize that there are pedestrian problems and these are the things that we're trying to get solutions to.

Pub. Well, I don't have any children. I've got grandchildren which I'm very concerned about, and I don't know about other people, but it really is. When you see as many children hit as I have and you know.

M.B. Well, as you said, the Ross Island Bridge is narrow, but there are no funds available to do any work on the Ross Island Bridge.

R.B. This woman had her hand up over here first. I'll get right over to you in a minute.

Pub. Why walk back and forth?

R.B. Well, I'm trying not to, but I'm trying to make sure everybody has a chance.

Pub. Well, if there isn't going to be any off-street parking, what access is there going to be to people's garages that, say, live in a four-plex at 2215 SE Powell. I park beneath the house or I have to turn into a driveway. Is there going to be an access to a driveway there?

M.B. Right, yes, we would not be closing off any driveways. The driveways would still be there.

Pub. O.K. There's one other question.

M.B. What we're talking about is taking off the on-street parking - would be removed. The parking on Powell.

Pub. Well, there isn't any controlled traffic to the park at that corner either, and numerous children, with the stretch from 21st to 26th only two places there are any lights on that street, have a raceway. The children don't go down to 21st or up to 26th to cross, they're crossing at 23rd, 22nd, along there. That's a real problem, too. Children get right out there in that traffic.

M.B. Right, but that's a problem I really don't have an answer for. I mean we could put pedestrian crossings somewhere, like the one at 9th that we're proposing. Here is a safe pedestrian crossing, but how are you going to get people to use it if they want to cross in the middle of the block? I mean the only way to do it would be to have somebody stand out there and direct them. So, I really don't know.

Pub. Well, you're going to have to have a lower traffic rate whether you like it or not. 30 to 35 along there; I mean, some of the drivers go 40 mph trying to make the light at 26th and 21st.

M.B. O.K., now, one of the things that we're looking at is signal synchronization. It would be set so that you - the speeds between signals would be 30 to 35. If they did 45, they'd have to stop at every signal. It's hard to slow people down and unless there's something out there - I mean you can put police out there to try to slow them down, or you can set it up with the signals to slow them down.

R.B. Pedestrians are a problem. I had a lady over there, but I got a man right here. I'll get you and then I'll go over there and get her. O.K.?

Pub. What kind of traffic are you trying to accommodate with this improvement?

M.B. Right now, well I can read the figures to you, capacities or the . . .

Pub. Not figures, I mean are you trying to accommodate rush hour traffic with these?

M.B. Right, this is set up for peak hour. A.M. and P.M. peak hour traffic. That's the level of service D.

Pub. What's the majority a.m. origin and destination for example?

M.B. Origin?

Pub. Yes, is it inside 92nd or is it outside 122nd, where the majority of origins are?

M.B. The heaviest traffic is between Milwaukie Avenue and the Ross Island Bridge.

Pub. Yeah, but up to 52nd you're going to improve it, so where do most of the people in morning rush hour start from?

Pub. Gresham, Gresham, Gresham.

M.B. O.K., as I said, there's 37,000 when you get up to the Ross Island Bridge. When you get to 50th, you're decreased to 26,000 and then there's about a 50-50 split. Half of them go on Foster, the other half continue out Powell.

Pub. Do you know what the majority destination is? Is it center city or northwest industrial?

M.B. No, I don't. The idea, as the city directive, is to try to keep Powell for the local traffic. Not for Gresham traffic, but for local traffic. That is what the directive is.

Pub. Well, as a comment, I can only see a small amount of traffic on Powell. And if you make it unfeasible for traffic to follow that route, and if you improve it, you are going to increase traffic and you're going to make it easier for people to drive cars and decrease bus usage. And I really think it would be a detriment to the community to have the improvement. (Applause)

B.B. I think I would like to make one quick comment. There's no way . . . There's no way to increase the capacity on Powell as a whole because of Arthur on the west side of the Ross Island Bridge and the Ross Island Bridge itself. There's a limitation there. There's a bottleneck. You can only move X amount of cars. So the primary purpose of the project you see up here is to make the traffic flow smoother, and correct those left turn movements, and get the cars out of the neighborhoods where they're making the route that somebody keeps talking about up at 41st and 42nd and 43rd and that area. Those are the kinds of improvements that this project is aimed at.

It's not a freeway, as defined to the lady over here. None of the accesses . . . No proposal is made to take away the driveways. You're going to have all the intersections. You're going to have the signals and perhaps more signals. So, you know, there's no way you can define that as a freeway, the way we talk about freeways, unless you have a different definition. So this tries to solve some local problems on Powell - and that's really all it does - and it doesn't do anything more than that. So, you know, you kind of have that option. That's what we're after here.

You know, realistically, you can't stop the people out Foster and out Powell, whether they come from 52nd or they live on 72nd Avenue or 96th or 122nd or 181st or wherever they live. You can't keep them off the streets. They have the right there, same as you do. So, what we're trying to do is saying "You got that, now how can we make something that works better?"

Pub. It shouldn't work better; because the better it works, the more people you're going to have using it.

B.B. Well, what we're trying to say here, that we think that - well, you just want it to fail. Well, that's an alternative.

Pub. You bet it is.

Pub. What are you going to do with that two lanes of traffic going out Powell, going east, when they get to 50th Avenue; and then have to get into one lane from there on out to 82nd?

B.B. Well, that's the easiest solution of all, of course, because in the afternoon, as you know, we're talking about the peak hour. Powell is two lanes eastbound and Foster is two lanes, so you're dumping two lanes into four lanes; so you have twice the capacity east of Powell as you do west of - east of 52nd as you do west of 52nd.

Pub. On Powell Boulevard, between 50th and 82nd, there's cars parked there all the time. And not only that, but when you go to come up or down Powell Boulevard, you've got Tri-Met buses that duck in, duck out, duck in, duck out. They have to to pick up their passengers, but why can't they take the parking off of Powell Boulevard between 50th and 82nd? That'll cost you nothing; and maybe put in a little parking lot somewhere along there, a few parking lots for the people to park in and walk a block or two?

B.B. Well, they have. That's already done.

Pub. (Inaudible)

R.B. Betty, why don't you come over here?

Pub. We got in on this a little bit screwy because the Foster-Powell people had a meeting, had 3 or 4 meetings, concerning the Mt. Hood Freeway. And at every one, they said "Let's take the parking off Powell, 24 hours a day." And if this man wants to sign the petition, we'll be glad to get it to him. We want to get that off, too, and we have tried to work with some of the businesses on closing the street that they need here and there, but it's working out. So, we'll see how it works, but we're trying to get the parking off.

M.B. I might add that the parking was removed at one time through a letter for (the) 24 ~~hours~~ hour (period). A letter was sent up to the businessmen saying that the parking would be removed between 50th and 82nd. The businessmen then complained, and City Traffic then reversed their stand and rescinded that letter. So, it went right back to where it is now.

Pub. My comments and questions will take less than four minutes. It's in the form of a prepared statement; you can reduce it if you wish. My name is Richard Stief, Jr. (Read the attached transcript)

B.B. (Flipping tape to Side 2) ________________ and then some of the questions. First of all, the project that we're dealing with here this evening is one of approximately 50 projects in the Metropolitan Portland area that we're doing out of my office, that are all under way, all with public meetings just like this one. They are all based upon the regional transporation plan, which has been developed and which has been modeled, and we use the latest federal models. I was trying to think of the initials now. I'll mail those to you. I think it's called UTAPS. That's not my expertise, obviously, in traffic modeling, but we are using the latest models.

We have modeled the regional transportation plan, which was proposed and developed by the local governments; and that's the way we operate in this country, in the trust thing you talk about. The local officials of these put together their plan. The Columbia Region Association of Governments is not another body as such, it simply collects the plans of the local bodies and puts them into one plan. The Highway Division has the responsibility of testing and modeling that regional plan. O.K., that plan does address all of those different modes of transportation which you've read in your letter, and those are all taken account for in the modeling process. Principally, you mentioned the Banfield Freeway. That project is underway. There may be people in the room that are actually on that same committee, same as this committee here. But that project is moving along very well. It's got lots of troubles, as we do with any of these corridors; but we're attempting to solve, and that is the transit corridor that has been established and is being tested on the system as an individual project for taking transit in east county.

Likewise, Powell has been given the responsibility as a local arterial street. That's what we are trying to address with this project and these numbers we give, Mike gives to you, are based on those assumptions in that regional plan. As far as the analysis, economic analysis cost benefit; as soon as we get this developed, there will be an environmental impact statement which will address those types of issues. So before we can develop those issues, we have to develop what the project is and what it does - what's acceptable to the community.

As you see here, there are some people that don't want anything. They want to live with the do nothing, or just let it get worse. I'm sure there's others that don't agree with that and are trying to come up with some positive solution for the systems assignment insofar as transportation given to Powell.

R.B. Bob, I would like to make one more comment, to go back to what I said originally, and so you people all understand. This is a proposal - it's a proposal only. We're looking for input, or they're looking for input - so they know what to do to serve you people. It's not anything they're going to do, you know, that is definitely established that this is it. We have a question over here.

Pub. Yes, I would like just to mention my name is John Stewart, I have a business at 70th and Powell, and I would like to mention something that is to my feelings about this letter. It comes from the State Highway Department and it says on this letter, nobody signed it, but it says in this letter "They are encouraging the use of Powell as an alternate to Banfield or major streets due to traffic and take traffic off." It says "The principal objectives are to improve the service of the southeast area without encouraging the use of Powell as an alternate." Now, to me that's double talk. Now, I think they know what's going on. Now, if this improvement helps where it's at . . . Now, this side deal here, I count five lanes, four lanes and a left-turn lane. Now this might be fine from Ross Island Bridge up to 52nd, but what are you going to do at the end of Ross Island Bridge?

Again I come back, and there's nobody in this place that's smart enough. I hope I live to see it, I might not, but I hope I live to see that we cannot get by without another bridge. And to build this other stuff without another bridge is going to be of no good and a waste of money. Now, when you get to 52nd, where are you going to get the property for the four lanes and the left-turn lane you propose to put in later when the money is available, if there is only four lanes there now and there is not enough room for two cars and two buses to pass at one time safely. Now, you're going to have to buy properties from 52nd out, either on the south or the north side. One or the other. And that's going to involve a lot of money and they say the Mt. Hood Freeway is dead. If three people can kill the Mt. Hood Freeway, we should be able to get it back, and I still maintain we should.

Now, I would like to say this, and this is a very personal feeling I have, but like I say, this is double talk. They did not get their $10 a car from Tri-Met. Now, this deal is all being pushed for Tri-Met, I don't care what you say. They didn't get their $10 per car so what are they going to do? They're going to take it out on the businessman. They're giving permits up and down Powell now to build buildings from $20,000 to $800,000, and five years from now they're going to have to widen Powell or build a freeway. And if you don't build a freeway, you've got to widen Powell. You're going to have to go back and buy all these things you're letting the people build.

To me, it is absolutely out of this world, and I'll just give you one and last good example. Neil Goldschmidt road a bus with his picture on the bus and "I'm riding a bus doing my work." The day he rode his bus, that bus was run separate for him to ride and there was about five people on it that wasn't connected to his office or Tri-Met, or there was just about four or five people on it. Now, what I'm trying to say is, wouldn't he have been smarter to get out and say, "People, I got to have my car 24 hours a day?" Now just wait a minute and shut up! Now, the thing of it is . . . The thing of it is, is the day he done this, I had a car in there and worked on it - belongs to a sheriff. He went to the - got on the bus, went to the office, got a city car, another city employee, went to Neil Goldschmidt's house and brought his car in. Now, where's he saving the people any money pulling stuff like that? That is absolutely dishonest. (Applause) There's just one little thing that I can say. I didn't vote for Neil; I put him in there at first, but I'm sorry. I don't know whether there's anybody else who bothered to do it, but if there's anybody in this place that can tell me we'll ever get by without another bridge to save bottlenecks . . . And I'm on Powell business, and whenever you get ready to build these parking lots, I'll sell you my property. That's all I've got to say.

B.B. I'd like to make one quick comment on it, Dick. Just so we don't get bad info out - in our letter it says the principal objectives are to improve service to the southeast area without, not with, but without encouraging use of Powell as an alternative.

Pub. Well, what are you doing to Powell? You say you're not going to build the freeway, so . . .

B.B. Secondly, there's probably another little part of the issue. And we talk about the Ross Island Bridge being a bottleneck and Arthur Street on the other side, but once you get beyond that there's no place to take another big batch of cars. So the town just will not accommodate large numbers of cars from another bridge into the downtown area. So, you know, there's just no way to accomplish that. (Applause) So we're going to have to come up with something, something different unless the whole plan is scrapped and we start over again.

Pub. Well, I'd just like to say, and then I'll quit, that I can't see why that they built that underpass for two cars like they did; and then they let the cars go around the side of it and then they come back out into the traffic, and they've made more danger than they had before.

B.B. You can't do that.

R.B. I don't think that the Highway Department's got anything to do with Neil Goldschmidt. Did somebody have a question over here? I heard somebody.

Pub. Rather than address whether we're going to build this thing or not, or all the merits, I would like to ask some specific questions about a problem area that you mentioned, Mike; and that's 26th and Powell. In looking at that plan up there and a copy I had earlier, I see the jog slightly to the left at the intersection to permit widening for a right-turn lane going south. I guess I have to question that just a little bit. When we talk about the expense of building these things - and whether it's right or wrong is irrelevant to me - to moving that service station, it's going to wind up with an additional expense - and I can quote this because I work for that particular company - in excess of $100,000.

Also, because of the radiuses on the corners are going to be changed, they're going to be required to meet the various codes in the city; and when you do that, you eliminate the drive; and if you do that, you eliminate the service station. As you mentioned, the park does not seem to be able to lose any of its property. It's just there and we build around it. And I would hate very much to see this school in any way altered because it's been here a lot of years and it's a good school.

By the same token, speaking I think for some of these business people, when you go in and eliminate a business - and you have to spend a considerable amount of money to do it - and then it becomes questionable. You mentioned that you would have trouble trying to get park property. When it comes to the expense that we're talking about, I think that some of these alternatives should be looked at.

I know that I was born in this part of the state and the city, grew up in the Sellwood area. I know a lot of people that played in that park, they love it and they also say that it is not big enough as it is. They will also tell you that it is not big enough to play ball in because the park is too small for that. I guess we take the easy routes and I recognize - I hope most people do in here - that this improvement, the way you present it now, is just a temporary plan. It's an outline to get the public feedback, and I guess I don't have an awful lot more to say except that I can't see the expense. I don't see the necessity for it, to take areas that are unnecessary until they explore the possibilities of taking, say, 11 feet of that park.

I don't know if I've stepped on somebody's toes, if they think that park should not be touched, but I do know I'm not stepping on people's toes when I say we're all concerned about the expense. It's a concern to my company, the radiuses, the drives, the safety aspect of those areas and that's about all I have to say. Thank you very much folks.

R.B. O.K., do we have anymore questions in this area? Whoops, right behind me. O.K., I've got a lady right behind me, I'll take her first.

Pub. Why don't they let the people have a vote on whether they want this Powell improvement? Could they? (Why not on the freeway? - Question from audience)

R.B. Got an answer for that, Mike?

M.B. O.K., what we're really trying to get out of this are comments, pros and cons. From here what we do, we have to have a public hearing. At the public hearing, if everything is negative against the project, that's where it will end. This is the process we go through.

R.B. What's the total process, Mike? We have to have this meeting, we have to get - this plan has to be drawn and approved by these people, and then where does it go from there?

M.B. O.K., then would be the public hearing. And in the meantime, until the public hearing, we have the Citizen Advisory Committee meetings in the local areas. What we're trying to do is to get people involved to go to these local meetings so we can get input, either pros or cons, comments, whatever. And then after the public hearing, it has to go before the City Council.

R.B. We people who are on the Citizens Advisory Committee are just like you. A lot of the things that you're bringing up are things that we've already brought up. We've been fighting with these guys from the Highway Department for a couple of months now on some of these things. We recognize that Powell Boulevard is a problem. It's been a problem for years, traffic problem. There should be something done to it.

But we're with you. We don't want anybody to get hurt either. And the only thing we can do, and it's what we've been trying to do, is to help them by telling them what you people have told us that you don't want, and the things that you would like to have. And as I mentioned earlier, that's where this plan came from. I've got a gentleman here with a question.

M.B. I wanted to address one thing on the 26th Avenue. As I said earlier, this is a cadillac model. What we tried to do is to show how to best handle the traffic, and to do that we needed the right-turn lanes at 26th. Now that requires a right-of-way purchase, which we know is money; and where the money's going to come from, that's the problem. So, we can eliminate the right-turn lanes and we know that that will change our capacity at that intersection, but it can be done.

Also, I forgot to mention that we have some pamphlets here on right-of-way. There are some at the door; there's some up here. What would happen if your business were to be relocated, what recourse do you have? We have the information available if anyone wants to read it, either up here or at the back.

R.B. I think this is a good thing, Mike. This is something that bothers most people, at least most of the people I've talked to. And I 've had a lot of phone calls, obviously, about this and most people are terrified of what they don't understand. You people do have recourse. You do have things you can do and these pamphlets will help explain this, so please pick one up. Be sure and get one.

B.B. I might add in the way of a vote, just the way we're set up as you've probably found out if you've been involved with the Mt. Hood Freeway, is that the process is that you out there elect the elected officials. Those elected officials then are charged to make what are called the design or standard administrative type decisions, and they're the ones that are charged to come up with these projects. So I point the finger at the City Council. They are the people that you - and I point the finger at you - elect, and if you feel very strongly on this project, I would suggest maybe that they are the ones that you should direct comments to. Or if you direct comments to us, as well as the output from - the input from this meeting, will be given to the City Council. So it is a go-between, and we try to take from you and put that pulse to the City Council. It's their project, the city project. You can do the same if you feel that strongly on the project.

Pub. Well, what's the matter here, the Mt. Hood Freeway was dying, so why don't you take the money for this year that you're putting into Powell and go to work and put that on the Mt. Hood Freeway and get it started. Because, my god, man - that's a lot better than trying to open up Powell, because we're going to have hundreds of people on Powell Boulevard there that shouldn't be, having access to this freeway that's possibly there. You've already got the land bought, a lot of it, not all of it, but a good percent of it. And I don't see why that this governor we got has to do such a thing as to keep people from getting that freeway in, and it looks to me like the State Highway Department would have a little bit of leverage towards getting that in.

B.B. We don't have any of the leverage. You have the leverage . . .

Pub. Well, my god, man, we don't get the leverage, we got . . .

B.B. . . . and you have the - The Governor, by the way, acted upon the request of the Mayor and the City Council of this city, in which there was a 4 to 1 vote. And you elect those people and, in turn, they make the decisions, so . . .

Pub. Well, I can't vote for this doggone mayor we got, and then this here other guy that's up there, I can't think of his name right now, he's one of our commissioners. You know, he's running for the treasury department up there and he didn't get in, and I'm glad he didn't. Yeah, Mel Gordon. And he was the guy with this mayor that we have that kept us from getting the freeway in.

B.B. Anyway, there's nothing I can, nothing that I as a member of the Highway Division can do at all. Nothing at all.

Pub. Well, it looks to me like there's some way of getting that freeway in instead of putting money on this here proposition here and put it on that freeway. I mean just what I say, and this man right here was telling me the damn truth.

R.B. I think this is true, but you people are the ones that are going to have to do it. The Highway Department can't.

Pub. I hear some funny things here. Sounds like these people don't even know there was an election here in the State of Oregon. Mayor Goldschmidt got re-elected. He's the one that opposed the freeway. Ivancie was for the freeway; he didn't win the mayor's job. (Unintelligible response from audience) Because he got the most votes, that's why he got elected.

Pub. The hell (unintelligible from audience). (Applause)

Pub. That's another thing, you people are getting worried about spending 2 million dollars on Powell; but you would spend 180 million dollars on the Mt. Hood Freeway and wreck the southeast neighborhood. I don't understand it at all. (Applause)

R.B. Ladies and gentlemen, could I have your attention for just a minute. Look, I'm not even going to comment on this. I agree with most of you on this political issue, but that's not what we're here for.

Pub. That's right, that's right.

R.B. And there's nothing we can do about the politics. It's all over with; it's after the fact. The people have been voted in; it's a little bit late. So let's talk about this project and go from there. I have a lady over here.

Pub. I have a very selfish reason for not wanting this deal. I want to breathe. I want to live. I only have part of a lung and believe me it's rough going to the store on 39th, or going to Powell anytime of the day with any of the traffic. They tell me over here that there would be a steady flow of traffic and everything, but you still have to stop on 39th, you still have to stop on Powell, and you still get the fumes. What can we do about that? We don't need to have more traffic. (Applause)

Pub. Yes. I'd like to answer this distinguished gentleman on this election. (Groan from audience) O.K., O.K. We're known in the southeast as a bunch of stupid second class citizens. Now, that's what we're known as. Stupid. Alright, they took Mt. Hood Freeway away from us. They said, the boy says we'll cram Powell Boulevard down their throat. We'll get it started and then we'll ram it into them. Now, anyone with a spoonful of brains knows that the off-ramp on Powell Boulevard on I-205 comes west, nothing going east. What's that going to do to Powell? Your City Planning Commission admitted Powell Boulevard was designated for heavy traffic. Do you deny it?

M.B. It already has heavy traffic.

Pub. It's been designated.

M.B. It's designated as an arterial street.

Pub. What's it going to be when they get into it, when I-205 is finished. It's going to be bad enough as it is, and then, God help us, who's going to pay for it? We lost the election, yeah, but brother we haven't lost Powell Boulevard. (Applause)

R.B. I've got two people here, a lady over there and one right here. Can I catch you here? Why don't you come back over here. Catch you all right in the corner, then I don't have to do so much walking around.

Pub. I'd like to just make a couple of comments, that I came to Portland, Oregon, 35 years ago and the lighting situation in the city was in a very bad way. Now, I was appointed on the lighting commission of Portland, and improvement and progress was made to where, instead of having old bent over poles and a country street out here, it was a busy street even then but in deplorable condition. We finally arranged to have fine lighting in the city of Portland, and all through Portland. Now, I was the instigator at the time when we had lots of problems at 12th and Powell - where the railroad tracks were - where there were arguments of people being hurt there, killed there, ambulances stopped there, not able to take the people to the hospitals. Through committees and working on it, we were able to have this fine underpass. Whether or not it's large enough is for argument sake, but it is an improvement and progress cannot be stopped.

You're not going to keep people off of Powell no matter what you do. Improvements are going to be necessary to alleviate the problems that we now have and I think this is the only reason for this meeting at this time. It isn't that we're worried whether it'll be less or more traffic here. We can't stop the traffic, but if we can cause the situation where people will be safer, will be in a position not to be hurt or killed, by putting up special lights and turning points. . . Improvement to this area I think is very, very important. Now, in the future if it so happens that we eventually become overloaded here, then again we look for more improvements, then again we'll have more meetings like this, then again we'll be looking for the government or the city or the state to improve, such as we're always improving our highways in order to make them safer. I think this is all we're talking about; we're not talking about a freeway. (Applause)

Pub. My name is Elizabeth Joseph. I'm the president of the Cleveland PTA for the coming year, so my concerns are very particular. I need some clarification now. Did you make a statement about provisions for mass transit on this piece of road or not? I didn't understand what you said about that.

M.B. What I said was we are looking at a bus turnout at bus transfer points, which would be Milwaukie and 39th. There are buses on Powell and they will remain on Powell, but there's not going to be an exclusive bus lane. We are not looking at something like the Banfield.

Pub. You're not making provisions for something else in the future?

M.B. Right, there's no provisions for a separate bus lane. There would be an express bus that would use it, but it would be like a car.

Pub. Sure, and you're not . . .

M.B. They'd be treated like cars.

Pub. O.K., what was your statement about the speed limit? Would the speed limit be increased over what it is now?

M.B. It would be 30 to 35 and it would have to be checked into. Like at schools, it would be 30.

Pub. Isn't it less than that now?

M.B. I don't know. I know I think it's 30.

Pub. Do you know? (Question directed to someone in audience, answer inaudible)

M.B. Oh right, then there's school zone speeds, right.

Pub. Yes, that's . . .

M.B. And that's by law.

Pub. I thought school zones were 20.

M.B. And that's by law.

Pub. And you made a statement about 26th becoming more commercial? Is that what I understood you to say?

M.B. The current land use plans for the area between the River, 26th, Holgate to Division show an increase in commercial-industrial usage of the area. They have to project where businesses will go, and this is one of the areas that's shown as increasing in businesses.

Pub. Which means that's the way it's zoned now?

M.B. Zoned and probably future zoned. That's not necessarily the way it will go but this is as it's being looked at now.

Pub. Alright, one more question. If you take out the light at 33rd, what does that leave you, say, does that leave you no lights between 39th and 26th?

M.B. That's right, and that's why I say that it won't necessarily be removed. It was put in there as a speed control and it will probably stay there as a speed control.

Pub. Is it possible to have a light at 28th?

M.B. It's possible.

Pub. And 33rd? I would like to see pedestrians and bicyclists given at least equal consideration with automobiles.

Pub. How about skateboards?

Pub. No, I'm not talking about skateboards.

Pub. Do you ride one?

Pub. Yeah, my name is ______________________________ and I own a business on Powell and I have a question and a comment. The question is on one of the plans. The sidewalk went through our business and I'm wondering, does this mean that our business would be completely moved or just the front of it?

M.B. Excuse me, somebody else was asking me a question here.

Pub. I said, in one of the plans the sidewalk would be going through the front of the building that I have a business in, and I'm wondering if this means that the whole building would be removed or just part of it?

M.B. It depends on the type of building it is. Well, like one of them is a City of Portland garage. Now at that place, you can move the front of the building back without really affecting that garage that much. If it's a little restaurant, you move the face of the restaurant in 10 feet; that just pretty well wipes out the business.

Pub. But I'm wondering whose choice is that? Whether the business is completely removed or part of it's left to remain?

G.K. It would be a decision made at the time of appraisal usually. In other words they would make an economic decision as to the cost. See, you're not just buying an actual piece of ground, but you're buying the piece plus consideration of what the effect is on the remainder. So, the total package is considered as to what is the best situation to do at that particular time. So it's not something that we can probably answer at this time and probably wouldn't know for sure until they were actually down to that point of purchasing that property.

Pub. O.K., now the comment that I had is that if the object is actually to improve the situation on Powell, it seems to me that it can be improved very well without widening the street by taking out the parking and making a left-turn refuge, putting in a few different types of signals for left turns at major intersections. And I think that anybody that's interested in seeing an improvement in the traffic would go along with this and it wouldn't cost us very much money at all. That's all I have to say. (Applause)

Pub. I would just like to say one thing. We've already moved once from 17th and Powell - you took our building - now you're going to take it at 39th and Powell and then, three years later, 82nd and Powell? It's a little much. We're going to have to move out of the city if it keeps happening like this.

Pub. My name is Morris Georgia. First I'd like to express my gratitude to the State Highway Department. It's not them that is causing the problem, it's our politicians. It's the politicians that live in north Portland and are dictating policy for south Portland. Secondly, I'd like to express that I think that light at 33rd and Powell should remain there. If you tried to cross anywhere between 26th and 39th during the rush hour, particularly between 4:30 and 6:30, you'd never get across unless it was for that light. And it is used by people going to the athletic field there, particularly children. Thank you. (Applause)

Pub. I'd like to make a comment on this. I hear so much about this being a freeway. It's not a freeway; it's not a limited access road at all. Now, my business is on 36th and Powell. We have a tremendous amount of left turns there. There's no left turn on 39th. I have had two of my employees wreck on that corner and hospitalized. The ten years I've been there, I've seen three pedestrians hit. And I think that that is what they're trying to accomplish here, is to make this a safer street, get some reasonable left turns. And I think there's too much talk about this being a freeway. It's not a freeway; it will not be a freeway. We will have a safer street to drive on. That's what I think should be considered. (Applause)

Pub. My name is Hale Benson and I live out on east Powell. I was thinking this, that probably we should give this matter quite a bit of thought. Powell Boulevard is Highway 26 and it draws traffic not only from Portland, but Gresham, Sandy, Mt. Hood, Bend, Redmond, Maupin, and all up through Eastern Oregon. And they're going to come in and we're going to have those cars running there whether we want them there or not. I feel that as long as we have our present mayor and some of our city councilmen, that there's no possibility of opening up the question of a freeway. So it looks to me like this is about the best thing we can get. But I was wondering if there's any future plans on Powell between 50th and 82nd? Now, coming into 82nd, Powell is a four-lane street. When you get down to 50th, you've got another four-lane street. But are there any plans for doing anything on Powell between 50th and 82nd?

M.B. That would be another project when the funds are available.

Pub. Has there been any talk on it?

M.B. Just that it will be the next phase after this one. Phase One is the River to 52nd; the second phase would be from there on out.

Pub. But there's been no plans on it or anything done about it?

M.B. No plans, right.

Pub. Well, of course, we know there's no money because they took the Mt. Hood Freeway money and put it on the west side, instead of helping us here in this part of the district. And, well, they will do it. I think they should take part of that money and improve Powell all the way out; because anytime you think you're going to get these people out of the cars, you're not going to do it. Not as long as they can buy gas and they're still going to come. If they don't come down Powell, they're going to come through your backyard and hit the side streets. And this plan will serve Powell from 50th down; but I think they should do something with Powell from 50th to 82nd, because they come in on Powell, hit Powell at about 104th in a four-lane street down to 82nd, and suddenly it's pinched in. And all during the day, you've got cars parked there, and it's a two-lane street and it should be at least a four-lane in order to accommodate the traffic. When the ramp from the I-205 comes in on Powell, you're going to have more cars and they're going to have to be accommodated.

R.B. O.K., we have hands up ______________________________ say in response to this, hold on a second.

Pub. Sir, we have petitioned the City Council to have the parking taken off Powell between 50th and 82nd.

R.B. I want to come right back down this aisle, and I've got a lady here and a lady there.

Pub. First of all, the one fellow that spoke just a few minutes ago has a business on Foster Road, a big business. This will help enhance his business, wipe out a few of our children on Powell, or maim them at least. And then this other fellow up here, he's got a business up here, he's got off-street parking already, and so he doesn't care if they kill a few. I mean that's mercenary when you stop and think. When you're in a medical office all day and seeing this, it hurts to see somebody take their business before they . . . Will take money before they'll think of the children. (Applause)

Pub. They were asking if there had been any plans from 52nd up to 82nd. We received a letter. There is plans for widening Powell Boulevard, and I want you people to know that the plans are to close off most of your side streets. And they'll take the parking off, and they'll park the cars and the trucks along on the side streets. Now, we have a letter to this effect that most of the streets will be closed off.

M.B. Could we get a copy of that letter?

Pub. You sent it out, you ought to have one.

B.B. We'd like a copy of that.

Pub. I've got a copy of it; it states right in there what they're going to do.

M.B. Who was it sent from?

Pub. I don't know.

Pub. This is a beautiful plan here for the lower Southeast Portland boulevard. It doesn't concern me too much in that it's going to bring more traffic up into my area which is 56th and Powell. Now, I have a suggestion to the State Highway Commission that instead of continuing straight up Powell on 52nd, take all your traffic up Foster. You've got four lanes there. You've got a parking lane on each side. You could convert it to six lanes. You've got a wide parking strip, if you want, you can make it 8 lanes. Bring your ramp off of I-205 down Foster Road. Leave that neighborhood from 52nd to 82nd alone. That's a neighborhood up there. Those are homes up there. That's not a business that you're going through; that's not a big boulevard. That's a local street for a local neighborhood. Route 'em down Foster. (Applause)

B.B. A quick response to that. The problem is that we have reviewed the possibility of a connection from Foster out at about 122nd over to what would be done as a Gresham bypass, and it's virtually impossible due to the hills, the Johnson Creek flood area, the railroad and the number of county roads to make that connection. There's just about virtually no practical way of connecting Foster to Powell. What you have to do . . . It is a US 26 route as several people have testified; and it is the people coming from, you know, Bend, Burns, east and that's a given - that determination was made some years ago.

Pub. Then why do you say it's an origin and destination problem in Southeast Portland since you're talking about Maupin and Madras?

B.B. What we're trying to do is to limit, as much as we can, that through traffic; and the design of the I-205 Interchange, if you are familiar with that, does do just that and carries only two lanes through at the Interchange. But origin and destination, you're talking about the people in that area having access to I-205 as well as those going through the area. So unless you want to limit yourself, which by the way the City tried and failed because of the residents who wanted access to I-205, the interchanges were put back on. You know, we can't do both is the problem.

Pub. I hope we realize that one of the main problems in the whole situation, really, is that people, city streets and cars just don't get along too well. And I think as long as we keep wanting to go everyplace by car individually, alone, and I think that's what the problem's going to be. I don't know. We'll have to sometime make a decision whether we're so interested in this car that we won't consider any other thing. That's the main problem. People, cars and streets don't get together.

M.B. I wanted to add, too, that when the project does come up from 52nd on out, that it will go through this same process. So when the money does become available, then we will do the same thing and we'll be getting input for that. There is a full intersection access to I-205 at Foster now, by the way.

R.B. I am not disappearing and leaving all these people to have answered questions. One of the members of the CAC over here would like to make a comment that might be pertinent and help answer some things or do something.

H.G. (Helen Greenough) Thank you, I have a couple questions. First of all, did I understand that the Highway Department has authorization to purchase property for off-street parking?

M.B. No, what it is, I've talked with the Federal Highway Administration. What they have said was that it looks like a good possibility that this would be a way of solving a problem with removing on-street parking.

H.G. O.K., so at this point, you want to take the parking off the street, but you don't have any clear alternative as to what you're going to do with the cars. I think it's important that everybody understands that right now. And I want to know, if you can't get authorization from FHWA, what are you going to do then?

M.B. Then we'd have the alternative which I showed where we would allow parking in specific areas where there is a problem.

H.G. O.K., because I think that's pretty important to a lot of the businessmen that are here tonight to know that. That they're going to be guaranteed parking either on or off the street. Is that what I'm hearing? That they will be guaranteed that parking where it's needed?

B.B. I don't think we can guarantee anything - but we're not the decision makers here - but I think that would be a provision or a stipulation that might go along with approval of the project. And there are other funds, housing development funds, or just go out for some state revenue sharing funds. There are several other sources. But that can be a stipulation of approval of the project.

H.G. O.K., there's something else I'd like to ask about. I understand that one of the reasons Powell Boulevard project is receiving priority is because there is the bond issue which makes state funds available that can be used as matching money for federal funds. And if what I've heard, mainly from you people I believe, is correct, you're going to get . . . You can use $3,000,000 of state money as matching against $12,000,000 in federal money for a total of $15,000,000 on an improvement project that runs from the Ross Island Bridge to I-205. Now, could I have a comment on that part, first of all. Is that correct?

B.B. Well, that's an option and there are a lot of other options. As an example, to spend some of that money down on the Macadam which probably isn't, this is my own opinion, probably has at least an equal or more serious congestion in a neighborhood area down there than Powell. So, there's going to be a play for that money that's going to be tough for the city to make a decision on but . . .

H.G. But the city will put the priority?

B.B. The city will put the priority up. By federal law, the transfer of the Mt. Hood funds is the city issue, and the city sets the projects as by the law.

H.G. Well, when will we find out how much money there's going to be allocated for Powell Boulevard improvement from the River to I-205?

B.B. Oh, I hate to say this. We have another committee, and we have a transfer committee that's started meeting as of last Wednesday, met again today, and will meet every Thursday, starting next week, which has the chore of coming up with that priority list. And the committee consists of the three counties and all the cities within the urbanized area which have opportunity to use the money. So they will be prioritizing the projects. The city, of course, is a big chunk of that action.

H.G. Is there going to be one master application to the Federal Highway Department then? After the priorities are set?

B.B. No, no, the money from the Mt. Hood, that's another provision of the new '76 act. That money just lays, if you will, programmed forever. There's no end date. It could be then drawn upon as the local jurisidiction selects the projects. We don't have to do it all at once. But I imagine what they will be trying to do is to get that list pretty well defined so they know where the money's going to go. Not just a grab bag kind of a thing. So they'll be setting priorities in the next few months.

H.G. Well, what I'm wondering about, if this project is being paid solely from state money, why is it that we have to worry about what Federal Highway Department says as to whether we can purchase off-street parking?

B.B. Well, we don't at this particular point in time. But the possibility of utilizing five times as much money by breaking the feds in, is just about 100 percent sure thing.

H.G. O.K., well, that's what I wanted to hear but I just think it's important that everybody realize that this project is really from the River to 92nd Street, and that we need continued citizen input on the whole thing.

Pub. I'm Douglas Tracy with the Parry Center for Children. We're sort of between 34th and 36th along Powell on the north side, and I think we have one of the longest frontages on Powell Boulevard. The Parry Center for Children houses about 42, up to a maximum of 42 children in residence; another 12 children from the community that come in almost daily; plus 100 employees; plus vendors; plus some school buses and we're looking forward to the improvement on Powell. We don't want children killed either, or maimed, or hurt, or in anybody's clinic as far as that goes. We're looking forward to the improvement because we see that it will probably help not only our children get across Powell safely, but also people in the whole neighborhood. You can stand in my office and watch people trying to get across Powell to the business areas on the south side, so we're looking forward to the improvement. What I hear you saying is it is better to very well control 200 cars a minute than it is to badly control 180. That's what I'm looking forward to.

I've got some specific questions, that was a comment, I think you'd call it. We'd prefer a light at 33rd. We have children that go to Grout School. A lot of us like to go down to Skippers and have lunch. It's really handy to have a light. Also, a lot of children use the athletic field and you see a lot of residents using the athletic field in the evenings, jogging. Anything you can do to keep the cars out of the neighborhoods. I use to live up by 37th and Hawthorne, and I had to drive through neighborhoods because of that intersection down at 39th. You can't get on 39th right, no matter how you tried, you can't get on 39th without going through a neighborhood. Now I live on 52nd, talk about a freeway! It's hard to get home without going through a neighborhood, you know; so anything you can do to improve left turns all along Powell, I would personally see as an improvement.

Again, we'd like to have the light at 33rd. We'd also like to see a pedestrian-operated crosswalk and light at 36th if you don't get a light there at all. That would be really helpful to our children especially, and I know to residences in the neighborhood on the northside of Powell. We have a real long frontage and I wondered, would it be possible in some areas like ours to have some left-turn access that we need; but also because of the long frontage, not to have continuous left turn and have planters? Is that possible to reduce noise?

M.B. You mean in the median?

Pub. Yes.

M.B. Originally, we were looking at the possibility of using a planted median. The problem you have across from the Parry Center is that it's all businesses, so if you put in a planted area in front of one of the businesses, he's going to object. So, it's a problem you know, which side of the street you're on.

Pub. Sure, thank you.

R.B. I see some of our people leaving and before we lose too many of them, I'd like to make a comment. The Citizens Advisory Committee is going to continue to function for a long time and all the people up here are going to continue to function for a long time. We're going to have lots more meetings. I understand there's another public meeting coming up in November where we'll probably send out another 25,000 letters, whatever. So, they've got a long way to go. Do we have any more questions down at this end before we get too carried away here?

And before everybody leaves, I want to ask one, excuse me just one second, I want to ask one thing that I'm curious about, and several of the members of the CAC have asked me to do this, too. We recognize that we have problems on Powell Boulevard. We recognize there are traffic problems certainly. We recognize that perhaps something should be done. How far we want to go we don't know. But what we'd like to have is a show of hands, who would like to see improvement? I'm not talking about what kind. Who would like to see improvement on Powell? Show your hands. Thank you, you can put your hands down. And who would like to see this whole project abandoned? O.K., thank you.

Note: Approximately 60% for project, 40% against project.

Pub. I have a question of clarification. When you started out, you had two-point-something million dollars for this project; and now the lady says you have 15 million to carry it out to I-205. How much is . . . What do you have allocated, or what are you working with now?

B.B. 2.8 million.

Pub. And what is it, about a 4 mile stretch?

M.B. 2.7 miles.

Pub. And what's the current or 1978 projected cost of a mile of 60 feet of highway?

B.B. Well, there'd be no way to answer that. It just depends on what your building. Here you've got it mostly built already so this is not a new section as, say, going out through farm land somewhere. There's just too many variables. We couldn't answer that question.

Pub. Well, wouldn't it be practically a new 5-lane street or highway?

B.B. No, not at all. And the 3 million is a ball park figure for an improvement basically within the right-of-way. Now, if you start doing more of these improvements and the right turns, depending on how sophisticated a signal system and a lot of other questions, you could raise that up by adding ramps down at the Ross Island Bridge. You could probably get it up to a $10 million job very easily if you wanted to work at it.

Pub. O.K., you call this the cadillac. What are we going to end up with with 2.8 million?

B.B. Probably the Chevrolet Impala.

Pub. My concern is, I don't have a business along Powell, I have a home. My street is one block south of Powell. It's used for a left turn, right turn, whatever you have at 39th and Powell. Lafayette Court and maybe some of you know where that is. There is enough traffic on Powell now. There's enough traffic on our street; there was one count of 1600 cars a day. Normal traffic on a city street is about 350. Is that correct? O.K., we have what, 5 times already. You're going to bring in more traffic with this improvement. And do you have any figures to back up how much traffic you're going to take off the streets, the neighborhood streets, and keep on Powell. Keep them off 42nd and keep them off Lafayette.

M.B. Well, this is what we're trying to do with the left turns. Allowing the left turns at 39th would take them off of Lafayette Court. If you can make the left turn at 39th, you would no longer need to use Lafayette Court to make that type of maneuver. And this is our objective, to take it off of the residential streets.

Pub. O.K. Already a traffic study has shown that, I don't know, 70 or 80 percent of the people that use Lafayette go south on Powell. So they're just avoiding 39th and Powell, which they'll do if you put five lanes, eight lanes or ten lanes there, right?

M.B. Well, this is why I say that what we're looking at has the right-turn lane, a separate right-turn lane, which would improve the movement at 39th. Right now you can't do that so you're still in a bottleneck.

Pub. But I think it boils down to that you're not really improving the area between the River and 52nd as a neighborhood, you're just getting the traffic through there a lot faster.

M.B. Also, what I said earlier, too, there's the possibility of closing the street if you feel that you would like to have the traffic taken off of Lafayette Court. Maybe close one end of it. You still have access from another route to get into your home.

Pub. But you see, what this does, then, it takes the traffic on 35th and up Francis. You're just moving it around.

B.B. Yes, but you're moving it to 39th and you're keeping the through traffic on 39th and you're keeping it on Powell. And it would appear to me that that's exactly what you would want to do.

Pub. But I'm not convinced that it's going to take the traffic off the side streets because with the improved flow, you're going to increase your traffic flow, right?

B.B. Not materially. You can't because of the Ross Island Bridge. So, yeah, it's going to flow smoother but by what we mean by smoother, you won't have cars lined up on Powell trying to make a left turn onto 42nd or whatever street it is that they go into your neighborhood. But, you know, I think it's a proven fact that if you can make a left turn on major arterial streets, you'll do it; that's the easiest way to go, when there's a signal there that turns green and the people have a free movement. That's a lot better than running out through the neighborhood, and the only reason they're running through your neighborhood now is because of traffic movement; reasons that the city or we, the State Highway, jointly had to prohibit that left turn movement and force the cars out in your neighborhood. I don't see how it can help but be an improvement.

Pub. Well, but you're still going to have quite an increase in the traffic flow. Has there been a projection on the increase of traffic flow over the normal traffic flow?

M.B. The increase in traffic was between 10 and 23 percent for 1990.

Pub. Over 1976?

M.B. Over 1976. And that's even without any improvements.

Pub. Thank you.

Pub. Well, I want to make one comment. You've made this pretty clear that this is a cadillac project. I want you to know that I own a cadillac and it has a steering problem. Everytime I pass a service station it wants to turn and take the wheel away from me and go into it. Is this project going to be in the same category? (Applause)

Pub. You're speaking about controlling and moving traffic on Powell Boulevard. Then how can you justify the construction of a 300 bus garage on 92nd and Powell? You're going to have 300 buses coming down Powell Boulevard; isn't that going to increase the traffic?

B.B. I really can't answer that question because we aren't building the bus garage. It's a Tri-Met project. Maybe Steve can answer it, but I'm sure those buses aren't coming down Powell. I don't think a one of them's coming down Powell.

Pub. Could we maybe make a proposal to Tri-Met to keep all buses off Powell unless they're carrying passengers?

S.D. Yeah, I guess you can make that proposal.

Pub. Could we make that proposal to Tri-Met?

S.D. I guess you could. The intention of the bus garage, the situation now with Tri-Met is they have only one garage in the whole region and that's at 17th and Holgate. So that means that a bus, when it's done with it's run out in

Gresham, runs in on some street to that garage. This garage will provide a local garage for east side buses so they will not make such long runs. They will not be running empty.

Pub. This is fine. Let them go up Division and Foster, not up Powell.

Pub. Now, those buses don't travel on Powell going to and from their routes. They go out Holgate and this barn being built out there on 96th, so instead of coming down to 17th and Holgate, they'll be in the barn out there and go to their various routes out without coming through the town.

Pub. My first question is, are the minutes being kept of this meeting, different clocks, and is it being recorded now?

M.B. Right, we have a tape recorder that's recording everything. We also have everyone on the Citizens Advisory Committee taking notes. We're trying to get opinions and comments and write them all down.

Pub. I was wondering if any thought had ever been given to having Powell one way eastbound and make the westbound come back on Holgate or Division, as far as 82nd I would say.

M.B. I don't know if Steve can answer that? I think in ancient times it was looked into; but it's not being looked at now because, for one thing, you have the 17th and Powell undercrossing and we're not going to change that. It's there. It's a permanent fixed object.

Pub. Well, I was thinking that traffic westbound on Division could cut over to the Ross Island Bridge there about 12th Avenue or in that vicinity there. You'd have to buy some property, but it seems to me that that would just about solve the problem at very little cost. You could leave Powell the way it is, parking and everything. Make some left-hand turns on 39th and them places if you so wish, but otherwise that would be very simple. I'm glad I told you.

S.D. (Changing tapes) ________________ in general when the traffic engineers look at introducing a one-way couplet system, they try to keep the two couplet streets as close together as possible because if you have . . . Powell and Division are what, about 8 blocks, 6 to 8 blocks apart? 10? O.K. If you're trying to get . . . If you want to go out Powell and park and you want to get to a business on Division Street, that means you have to go out Powell and come back in. And I'm sure the Division businessmen would not like that and the traffic operation would be very difficult, and so generally the traffic engineers do not favor this kind of solution.

Pub. Well the business traffic, of course, is heavy in the mornings and the evenings. Well, most of the shopping is done on them areas during the day but those who are commuting from the west side to the east side so forth - they're in a hurry to get home - they may stop at a grocery store or something like that. So all the businesses along them streets would be treated equally with this one-way traffic pattern. Everybody would be happy.

B.B. I think the only other problem with that probably is, if I remember, I worked on a project on Division three years ago, in 1973, that was shot down; and it was a couplet over on Division. But that street is also carrying a capacity, full capacity. There is no additional capability of moving cars, so really your proposal might in fact reduce rather than add lanes, total lanes coming to and from town. Division's a major arterial, too.

Pub. Well, it would equalize the traffic, I think.

B.B. It could equalize the traffic.

Pub. It would equalize it. It would work.

R.B. It has been looked at, hasn't it, Bob?

B.B. Well, not directly his proposal, that I'm aware of. Not in the last 4 years I've been around.

R.B. It's a consideration.

Pub. Who chose . . . You said there was three projects they could put the money for. One was Union Avenue, one was Powell, was the other one Macadam?

B.B. Macadam Avenue, yes. The Ross Island Bridge (connection) . . .

Pub. Now, what about this Union Avenue? I think that looks worse than Powell. Considerably worse. People that come in from Washington especially - and I have quite a few relatives over there that come in from near Seattle - they have been used to going down Union. They know their way from Union rather than the freeway, so they go down Union and the first thing they see is skidroad in Portland; and I mean that. So who chose this Powell? I think . . .

B.B. The City Council.

Pub. . . . that if it came to the truth, this car barn brought most of it up.

B.B. No, I happen to know enough to know that is not the fact. And the City Council selected the projects, but Union Avenue is a major project that's underway. It's coming along quite well; it's a carry on from the model cities program. It has other funding sources and it's coming to a conclusion. It's under design right now, too.

Pub. It's not coming along too well. I just drove down there the other day.

B.B. Well, I'm on that committee also, like all the rest of them, but it is _________.

Pub. Well, this is one of them designated that this money could have gone for.

B.B. Well, the city has earmarked funds already for that project. As soon as the citizens out there can decide what they want.

Pub. Oh, well, I was just wondering why you chose this, who chose it?

B.B. That's the main reason that we went this way, that there was funding available out there that was earmarked.

R.B. O.K., you have to remember one thing. This whole thing started with the City Council and is going to end up with the City Council. They have to make the final decision.

Pub. I was wondering about this 21st and Powell down here. There's about 9 businesses right in a row there that absolutely, if they take the parking away, would have no parking at all. On the side streets, the people that live there have to park there. The side streets are very narrow and I just don't know what they'd do unless they had some parking in there between 20th and 22nd.

M.B. Right, this is what I said - that in order to remove the parking there, this is one of the problems that we are encountering. This specific area is a problem area because there is no off-street parking, and that's why we're looking into what alternatives there are. Is there a piece of property that could be purchased, and where would the funds come from to purchase that piece of property for a parking lot?

Pub. I don't believe there's anything in there.

M.B. And if there isn't, then as we said earlier, we could still have the alternative of leaving the parking on.

Pub. Does this plan here leave the parking on it?

M.B. This plan doesn't, but one of the alternatives does; and as I said, this isn't the plan that will necessarily be the approved plan. This is just what we're looking at now and there are many alternatives that we can use.

Max Klotz: Ladies and Gentlemen, we have a lady over here that is evidently a diabetic and is having a problem. Does anyone know the lady? Did she come with someone? Do you know where she lives, Bob?

(Due to a woman having medical problems, the meeting was adjourned)

M.B. If there's no more questions . . .

R.B. It looks like we've lost practically everybody and we have an emergency problem here, would anyone object to adjourning this meeting now? We will have more. Does anybody have any real big serious questions you want to ask? We don't want to put anybody down. If you want to ask a question, be sure and do it.

M.B. We hope that everyone did pick up a copy of the newsletter, if you don't already have one, so you'll have the names of the Citizens Advisory Committee.

ldo

My name is Richard W. Stief, Jr. I am a lifetime Portland resident (48 years). My high school education was at the Clinton Kelly High School of Commerce, the site of this meeting. I graduated from Joseph Kellogg Grade School on 69th and S. E. Powell Bouldvard.

My residence for many years (and the house my father built in 1919---he still resides there) was 3930 S. E.67th Avenue. two blocks south of Powell.

I was employed in the private sector and later in private practice as a Transportation Cost Analyst and Statistician.

I have travelled S. E. Powell Boulevard on foot, bicycle, motorcycle, bus, car and truck.

Many changes have occurred on what I know as Powell Valley Road.

Today you talk of a three-mile strip. IF certain money becomes available, then a larger Powell project is envisioned.

Possibly use of state bond monies assigned to the project as matching funds with the federal funds recently transferred from the Mt. Hood Freeway project.

First, look at a **BALANCED** transportation plan for cars, busses, trucks and others, between Portland and ________point.

Second, when you seek fund use, inform all of us of the true meaning of the word "trust". In 1956 the users of highways (Powell is U. S. 26), through their elected representative, established a trust--raise my taxes and use this money to build and maintain highways for my use. This was a pact between the users of the highways and their government---not all the citizens of the land.

THIS IS A REMINDER THAT FROM 1956 TO 1975 A LARGE SPECIFIED GROUP--THE USERS OF THE HIGHWAYS--WERE GIVEN A PROMISE OF A NETWORK OF HIGHWAYS IN RETURN FOR THEIR TAX DOLLARS. DO NOT FORGET THE MEANING OF THE WORD "TRUST".

THIRD, WHY IS S. E. POWELL (ONLY THREE MILES) SELECTED WHEN SPECIAL CORRIDORS ALONG THE BANFIELD AND SUNSET HIGHWAYS AND A LIGHT RAIL SYSTEM BETWEEN PORTLAND AND OREGON CITY ARE THREE POSSIBLE PROJECTS QUOTED BY GOVERNOR STRAUB ON MAY 10, 1976 AS PRIME AREAS TO START PROJECTS THIS YEAR? AFTER POSSIBLE PROJECTS INVOLVED POWELL BOULEVARD, A GRESHAM BY-PASS, N. E. MARINE DRIVE, COLUMBIA BOULEVARD, AND OREGON CITY BY-PASS, MACADAM AVENUE, MCLOUGHLIN AVENUE, AND SANDY BOULEVARD.

LASTLY,. IS THE COLUMBIA REGION ASSOCIATION OF GOVERNMENTS (CRAG) RESPONSIBLE FOR THE 3-MILE S. E. POWELL PROJECT? LET THAT RESPONSIBLE PARTY OF PARTIES OUTLINE A CURRENT OVERALL PROGRAM FOR USING THE MILLIONS OF DOLLARS PREVIOUSLY ASSIGNED TO THE MT. HOOD FREEWAY WHICH NOW CAN BE USED FOR OTHER PROJECTS, ALLOW INDIVIDUAL PUBLIC HEARINGS (SUCH AS TODAY'S) COMBINED INTO ONE RECORD SUPPORTED BY COST-BENEFITS ANALYSIS.

AT THE CONCLUSION OF ALL PUBLIC HEARINGS ON THE TOTAL IMPROVEMENTS AND USE OF FUNDS, (TOTAL), BE SURE THE RESULTS PRECLUDE A "BEEHIVE BLUNDER" BY 1990.

COST BENEFIT ANALYSIS APPLIED TO TRANSPORTATION

Are government and the public considering how increases in traffic congestion might be lessened?

Traffic congestion is tied to land committed for freeways and air/noise pollution.

If we can move people by mass transit systems, we there be fewer cars on the streets and freeways, less need for more freeways, and less air/noise pollution by motor vehicles?

What are the benefits generated by major traffic improvements along parts of S. E. Powell Boulevard? How do you measure them?

Have you forecasted economic activity and land use? If so, what do you recommend as a plan which meets the need of the future? What date in the future? Does the recommended plan go to the next step, which is: does the plan itself induce changes in the economic activity and land use models?

Cost estimation is simpler than measuring the benefits. First, what models have you developed for analyzing the impact of traffic improvement on population growth and land use?

Second, what direct benefits will there be in savings in travel time, reduction of accidents, etc; indirect benefits to private industry, e.g., increased sales; benefits to the community at large, e.g., better environmental conditions?
Your demonstration of a reasonable level of economic benefits is required to help justify the cost of the plan and to provide a basis for financing it.

COST-BENEFIT ANALYSIS SHOULD BE AN INTEGRAL PART OF YOUR TOTAL SYSTEMS ANALYSIS, RATHER THAN A SEPARATE BOOKKEEPING TYPE ANALYSIS.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 17, 1976

FILE: 26-1301

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Telephone: 238-8460

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Ave. Sec.
Mt. Hood Highway (Powell Blvd.)
Technical Advisory Committee Meeting
June 15, 1976

NOTED
E. S. HUNTER

The sixth meeting was called to order at 2:05 p.m.

The first item on the agenda was a discussion on the results of the June 9 public meeting. A transcript and short summary will be given to each member of the TAC and CAC as soon as they are printed. Although quite a number of the people attending the meeting were for the Mt. Hood Freeway, or the "do nothing" alternative, a show of hands resulted in approximately 60% in favor of some type of improvement for Powell Boulevard.

One of the biggest issues coming from those present was pedestrian safety. Some were afraid the wider lanes and other improvements would allow traffic to speed, and thus make it more difficult for the pedestrian to cross the street.

The CAC asked what effect the right-turn lane had on pedestrian safety. As of yet, no statistics have been found on this, but the ODOT planning section felt that intersections with the separate lane were safer because the turning vehicles can use the red light to turn on while the pedestrian is waiting on the curb; pedestrians can predict the number of turning vehicles; and drivers would not be as hurried to make the turn, as they would not be holding up the through traffic. The only negative factor is the longer distance for a pedestrian to walk across. Also, only 2% of the pedestrian accidents (national survey) occur near school grounds, where 51% occur in residential areas.

There were suggestions at the public meeting to put pedestrian actuated signals at 13th Place, 28th or 29th and 36th avenues. They also felt the signal at 33rd should remain and the one at 42nd-43rd should be improved. Steve Dotterrer suggested leaving the crosswalk and signal at 43rd and placing a stop sign on 42nd. This would stop the multiple turning from various directions due to the skewed location of the two streets.

Another concern of the people was that if on-street parking is removed, some type of off-street parking will be provided. The parking survey furnished by the City Traffic Bureau shows the major problem areas at 20th-23rd, 26th-28th, 33rd Place, 37th-38th and 51st avenues. A further study will be conducted by the state to count the number of parking spaces that will be lost because of this project. This data can be used to see where parking lots should be located and how large they should be. If federal money is available, there is a very good chance some of it can be used to provide off-street parking. If only the state bond money is available, other funds, such as HCD, will have to be looked into. Art Barfield will check this possibility.

Alternates for the parking at Powell and Creston parks will need to be found also. One suggestion for Powell park was to move the sidewalk onto park property and put an eight-foot parking lane between the outside travel lane and the existing property

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JUN 22 1976
Assistant State Highway Engineer Office

line. This would require using six feet of the park frontage. Ed Erickson will check into this and see if the parks department would be agreeable to this type of arrangement. Creston Park has an existing parking lot on the southwest side that could be extended to provide more parking spaces.

Mike Borresen presented the TAC with an accident survey compiled from data for the period 1970-1974 on intersections between the Ross Island Bridge and 54th Avenue. The survey shows totals for different types of accidents and a ranking of intersections by the type of accidents (attached to file copy).The area from 34th to 36th Avenue had the highest number of rear-end and turning accidents. This is due to the usage of 36th and Lafayette to get to 39th Avenue because left turns cannot be made at 39th now. This list will help justify improvements needed at the various intersections.

The CAC is preparing a priority list of objectives. When the cost estimate for the project and alternatives is finished (within two weeks), they will be able to see what improvements can be made while staying within the funding limits. The TAC will then do the same thing. Mario Martini is not sure if left turns can be provided at Milwaukie Avenue, due to the limited amount of signal green time existing today, especially with the high volumes of traffic there. Jim Branch will send the intersection analysis to Mario to be studied further.

The next meeting of the TAC was set for 2:00 p.m., June 29, at the Metro large conference room.

The meeting was adjourned at 3:30 p.m.

ldo

cc: F.B. Klaboe
[redacted]
G.A. Potter
L.W. Rulien
J.H. Versteeg
F. Bresnan
J. Kaiser

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 14, 1976

FILE: 26-1301
(200)

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Is.Br.-52nd Ave.sec.
Mt. Hood Hwy.(Powell Blvd.)
Citizens Advisory Committee
Meeting, June 10, 1976

NOTED
E. S. HUNT

The ninth meeting was opened at 7:30 p.m.

The purpose for the meeting was to discuss the public information meeting held at Cleveland High School and to start a priority list of objectives for the project.

The CAC felt the overlying issue at the public meeting was pedestrian safety, even from those against the project. There was concern about improving traffic safety with wider lanes and thus making it more difficult for a pedestrian to cross the street. There also was a question whether intersections with right-turn lanes would be as safe for the pedestrians as those without. This will be checked with the state and city traffic engineers.

Each CAC member will check their maps to see if a pedestrian safety island in the median could be included somewhere between signalized intersections to provide additional crossings. This could only be done in a short section where the left-turn refuge would not be needed.

There were requests for pedestrian actuated signals at 13th Place (location of existing fire signal), 28th or 29th avenues, and 36th Avenue. The signal at 33rd should not be removed and the ones at 42nd and 50th need improvement, especially for pedestrians.

Other areas of concern were the increase in traffic, and traffic speed due to the improvements and whether off-street parking would be provided as an alternative.

Bob Johnson asked if the state could expedite the building of the pedestrian overcrossing at 9th Avenue. He will start a petition in the area making that request. In the interim, the city traffic bureau will move the painted crosswalk to 8th Avenue, as there is a larger median to stand in, and repaint the one at 10th.

A cost estimate of the project will be prepared before the CAC meeting, showing the cost of each alternative. This will help in building a list of priority objectives for the project. The following list, which is subject to change, will be discussed further at the next meeting.

1. Typical cross section throughout - 11-foot lanes, 10-foot sidewalk, etc.
2. Pedestrian safety
3. Parking

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4. Undergrounding
5. Separate signal phasing for left turns at Milwaukie Avenue and 39th Avenue
6. Improvements on 39th Avenue
7. Ramp from McLoughlin to Powell Boulevard, eastbound
8. Right-turn lanes
9. Planting trees along sidewalk
10. Change McLoughlin to Ross Island Bridge ramp from 7th to 8th, or provide a longer approach by widening the bridge for about 200 feet.

The next CAC is scheduled for 7:30 p.m., June 24, at the Metro Highway Division office, at 5821 Northeast Glisan Street.

The meeting was adjourned at 9:30 p.m.

ebg

cc: F. B. Klaboe
[redacted]
G. A. Potter
L. W. Rulien
J. H. Versteeg
G. F. Bresnan
Jef Kaiser
George Bell
Members CAC

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FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 7, 1976

FILE: 26-1301
(200)

FROM: MICHAEL BORRESEN Michael Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge-52nd Avenue Sec.
Mt. Hood Hwy (Powell Boulevard)
CAC Meeting
June 3, 1976

The eighth meeting was opened at 7:35 p.m.

Mike Borresen began by reviewing the results of the May 18 TAC Meeting where a 1990 traffic capacity analysis for major intersections was presented by ODOT planning. The first condition studied was for 1976 peak hour traffic volumes. The second was a 1990 "No Build" option with bus stops moved to the far side of the intersection. The third condition was for 1990 traffic with left turns provided without a separate signal phase, no parking, and far side bus stops. The final condition was the same as the third, except a separate signal phase was included for left turns. Additional modifications that were analyzed separately for conditions 2 through 4 were:

A. Add right-turn lane
B. Provide bus turnouts on far side of intersection

Using the traffic volume diagrams and level of service graphs from above, each signalized intersection was studied to see which traffic condition would provide the least congestion. The most congested intersection, Milwaukie Avenue, has a level of service in the D to F range. Either plan 2B or 4B should decrease the a.m. peak congestion over the present level of service, with a slight increase in the p.m. Plan 4B would give approximately the same results as the "No Build" option, considering the 10-23% increase in traffic for 1990. The level of service can be lowered by providing a double left turn from the north and right-turn lanes from the north and south approaches on Milwaukie Avenue.

The third condition was chosen for 21st, 33rd and 42nd avenues. The signal at 33rd might be eliminated.

The intersections at 26th and 50th need right-turn lanes, so condition 3A will be used. By re-striping 26th Avenue to allow left turns from a separate lane, a 10-20% reduction in the level of service can be attained. The congestion at 50th can be relieved by installing an actuated signal and synchronizing it with the signal at 52nd Avenue.

Condition 4B will be needed at 39th Avenue, as this is a major bus transfer point. Left turns could be provided from 39th Avenue to Powell by improving 39th Avenue to include separate left-turn and right-turn lanes. This would be a major reconstruction of the intersection and may not be able to be done on this project.

The latest design drawings were made up from this analysis with alternates included at Milwaukie, 26th and 39th avenues, depending on how the additional right-of-way is purchased.

A petition was turned in with 51 names which stated a desire for the ramp from McLoughlin to Powell eastbound. They also are against improving the Milwaukie Avenue intersection. (Petition included with file copy)

The agenda for the June 9 public meeting was discussed. The CAC members will be present to help answer questions, if needed, and to allow those attending to meet their representatives. Chairman Dick Ball will run the meeting, with the State Highway Division giving the presentation on the design proposals, funding of the project and history of the project.

The next CAC Meeting was set for Thursday, June 10, at 7:30 p.m. in the Metro large conference room to discuss the results of the public meeting.

Meeting was adjourned at 9:30 p.m.

ldo

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
May 21, 1976

FILE: 26-1301
(210)

FROM: MICHAEL BORRESEN Michael Borresen
Project Information Officer

TO: MEMO TO THE FILE

SUBJECT: Ross Island Bridge - 52nd Avenue Sec.
Mt. Hood Highway (Powell Boulevard)
Technical Advisory Committee Meeting
May 18, 1976

NOTED
E. S. HUNTER

The fifth meeting was called to order at 2:10 p.m.

Jim Branch from ODOT Planning presented the 1990 capacity data for the major intersections under various conditions. Plan No. 1 consisted of existing conditions with 1976 peak hour traffic. Plan No. 2 was the 1990 traffic "No Build" option with the bus stops moved to the far side of the intersection. Plan No. 3 was 1990 traffic with left turns provided without a separate signal phase, no parking, and far side bus stops. Plan No. 4 was the same as Plan 3, except a left-turn signal phase was provided. Additional modifications that were analyzed separately for Plans 2 through 4 were:

A. add right-turn lane
B. provide bus turnouts on far side of intersection

The input for the computer analysis was compiled from traffic counts at the major intersections, turning counts at selected locations, street inventories from the City of Portland Traffic Bureau, and traffic observations during the a.m. and p.m. peak hours. Another factor used was the predicted tripling of employment in the area between the River, 26th Avenue, Division and Holgate by 1990 with a population decrease of 10-15%. These figures are based on the accepted land use plans for this area. The computer readout showed a 10-23% increase in traffic for 1990. The low increase due to the limited capacity of the Ross Island Bridge and the Milwaukie Avenue intersection.

Using the traffic volume diagrams and the level of service graphs for the various plans, each signalized intersection was studied to see which traffic plan would produce the best results. The most congested intersection, Milwaukie Avenue, has a level of service in the E to F range. Neither the "No Build" plan nor the two "build" plans show an improvement, so further study will be done by Jim Branch before a decision can be made between Plan 2B and 4B.

Plan 3 was chosen for 21st, 33rd and 42nd avenues. If a pedestrian demand is not found for the signal at 33rd, it could be looked at seriously for elimination.

The intersections at 26th and at 50th need right-turn lanes, so Plan 3A will be used. The level of service at 26th Avenue is expected to remain the same as the present level (D-E), but will slightly increase at 50th (B-C). The congestion at 50th can be relieved by installing an actuated signal and synchronizing it with the signal at 52nd Avenue.

Plan 4B will be needed at 39th Avenue, as this is a major bus transfer point. With the heavy movement of traffic in all directions, a left-turn phase will be needed in the signalization.

The analysis also showed that in order to further reduce congestion at Milwaukie Avenue, 26th and 39th avenues, street improvements will need to be done in the north-south directions. Right-of-way would be needed at Milwaukie and 39th Avenue in order to provide right-turn lanes. If funds become available for the ramps between McLoughlin and Powell, improvements to Milwaukie Avenue will probably not be needed. (North-south direction only).

There were suggestions to save the trees in front of the Parry Center, and to reduce the width of the traffic lanes to provide wider sidewalks. These alternatives are being considered, and drawings have been made showing the different alignments.

The next meeting of the TAC has been set for 2:00 p.m., June 15, in the Metro conference room. The results of the June 9 public meeting will be discussed, along with the new intersection drawings to be based on this meeting's results.

Meeting was adjourned at 4:30 p.m.

ldo

cc: Klaboe
[redacted]
Potter
Rulien
Versteeg
Bresnan
Kaiser

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DATE: May 20, 1976

TO: ~~MEMO TO THE FILES~~

NOTED
E. S. HUNTER

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S. COULTER

D.N. Harwell

FROM: D. N. Harwell
County-City Engineer

I met with Mr. Bob McWilliams, City Manager of Gresham and discussed the past project of widening Powell Boulevard (Mt. Hood Highway) through the downtown business area of the city. This was a cooperative project between Gresham and the State Highway Division. It involved both highway construction and park-related activities.

Mr. McWilliams has written a letter to the State relative to a meeting with Multnomah County personnel to construct, or set aside a corridor, for the bypass of Gresham; not necessarily as a freeway or expressway type facility, but as an arterial bypassing the city. This should be considered as lying basically between 181st Avenue west of Greshem and Anderson Station southeast of the city. This facility was considered a few years ago but was placed on a low priority because of the Hogan Cedar trees and other related matters. This is a matter of prime importance to the city and they would like some indication from the State as to our current plans. I told Mr. McWilliams that they should bring the matter up at the Six-Year Plan meetings to be held by our region personnel in May or June.

Another matter discussed was a study of routes between the City of Gresham on Powell Boulevard (Mt. Hood Highway No. 26) norhterly to the I-80N (Columbia River Highway). Various routes being considered at this time by Gresham and Multnomah County are 181st, 221st, 242nd and 284th Avenues to relieve existing facilities as they are extremely overtaxed with vehicular traffic between Gresham, northerly toward the I-80N freeway.

Bob indicated that part of the transfer of interstate funding from the Mt. Hood Freeway, between the Willamette River and I-205 could be considered as a partial transfer to study and/or construct these routes between Gresham and the Columbia River Highway. This is a matter that will be discussed at the administrative level of OSHD or ODOT.

We discussed traffic control on Powell Boulevard (Mt. Hood Highway), and Bob felt that the study currently underway, and perhaps a modification of 242nd Avenue (Hogan Road) intersection, would alleviate the basic problem areas. This is being reviewed through Region 1 and Traffic Section.

Bob is very appreciative of the traffic signals installed under the TOPICS Program and the Powell Boulevard widening project. They are functioning very well with little or no trouble with traffic patterns in the city.

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F. B. KLABOE

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cc: F. B. Klaboe ✓
L. W. Rulien
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
April 22, 1976

FILE: 26-1301
(210)

NOTED
E. S. HUNTER

FROM: MICHAEL BORRESEN Michael Borresen
Information Officer

TO: MEMO TO THE FILE

SUBJECT: Ross Is.Br.-52nd Ave.Sec.
Mt. Hood Hwy.(Powell Blvd.)
Technical Advisory Committee
meeting, April 20, 1976

The fourth meeting was called to order at 2:10 p.m.

The first item on the agenda was an update of Tri-Met's goals for Powell Boulevard. They are in the process of building a computer model, using the major arterial streets for carrying their east/west buses, instead of the Banfield busway. This would be an alternate if the Banfield project cannot be funded. Buses should be able to move with the flow of traffic without much difficulty, but Tri-Met would like short-cycle lengths (50 seconds) on the traffic signals, if possible. Buses will be at about ten-minute intervals during peak hour, but delay times at the major transfer points have not been computed yet. Bus turnouts are desired if the funding is available for right-of-way purchases, but if parking is allowed in an area, a "no parking" zone will suffice to allow buses to pull out of the flow of traffic.

Multnomah County feels the goal of this project should be to improve the movement of traffic by providing the continual left-turn refuge and removing parking. If left turns are not needed in an area, the planted median could be provided.

According to city traffic engineering, a separate,phased signal should be provided for left turns at signalized intersections for safety reasons; but due to capacity limitations at certain intersections, this would not be feasible. They feel both alternatives should be studied before any decisions can be made.

The necessity for the ramps from McLoughlin to Powell,and vice versa, are in question. The city traffic engineer's office conducted a survey after the old north/east ramp was closed and found very little movement of traffic on the side streets. The state is also surveying the intersections of 7th, 10th, Twelfth Street, to see if the ramps can be justified. The local residents claim their streets are being used as alternate routes because of the lack of access between McLoughlin and Powell. An alternate to the north/east ramp could be one from McLoughlin to Milwaukie northbound, with a right-turn channelization at the Milwaukie-Powell intersection.

The comments and recommendations from the citizens advisory committee were reviewed. The group between the river and Seventeenth Avenue wanted left-turn refuges without having to widen the existing roadway. This would require narrow (11-foot) lanes adjacent to the curb, from Milwaukie Avenue to Thirteenth Street, which is not an acceptable condition, because of safety. They felt there is a need for some type of pedestrian crossing at 8th Avenue, the ramps to McLoughlin Boulevard, and a right-turn lane from Powell Boulevard westbound to northbound Milwaukie Avenue.

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Assistant State Highway Engineer

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page 2

Most of the groups were in approval of cross section Plan No. 1, which has 8-foot sidewalks, 14-foot curb lanes, 12-foot median, and left-turn lanes. The group of business persons from Seventeenth to Twenty-eighth avenues approved Plan No. 2, because it allows parking on one side. The parking problem needs more consideration, especially near the parks and in areas where off-street parking is not available.

Cleveland High School is concerned with the Twenty-eighth Avenue/Waverleigh Boulevard and Powell Boulevard intersection, especially the safety problem with pedestrians and traffic. City traffic engineering would like to see Twenty-eighth closed to the south. Waverleigh could be improved with an island to channel traffic into an east/west direction only with Powell. Different options will be studied in this area, including one that would allow diagonal parking on Waverleigh. This would increase the number of parking spaces for the residents and the school.

One of the recommendations from the CAC was to either eliminate or change the signal at Thirty-third Avenue to pedestrian or auto actuated only. Mario Martini said this signal was installed for speed control between Twenty-sixth and Thirty-ninth avenues, so we would probably not want to remove it. A study will be conducted by the city on pedestrian use of this signal and the area in front of the Parry Center for Children. Another suggestion from the CAC was for some type of pedestrian island in the median area, instead of overhead crossings, to be located in areas of heavy pedestrian movement--parks, schools, and churches.

A group of business persons have formed an organization called the Powell Boulevard Association. About half of those attending their meeting were in the area from Fifty-second Avenue on out. The organizers were concerned about being divided into small groups, such as is the CAC. Representatives from the CAC are having a meeting with this group to try to work together on this project. They have explained to the organization that dividing the business into groups was their idea to get more representation on the committee.

A public information meeting has been set for 7:30 p.m., June 9, at the Cleveland High School cafeteria. During the first part of May, a newsletter will be mailed to the 25,000 residents in the corridor, informing them of the meeting.

No date was set for the next meeting of the TAC, but it will be held in about three weeks. As soon as the 1990 traffic counts come in, and the location maps are colored showing the proposed lanes, a meeting will be set to discuss this new information.

The meeting was adjourned at 3:50 p.m.

ebg

cc: TAC members
E. S. Hunter
J. H. Versteeg
Ed Erickson
G. A. Potter
G. F. Bresnan
F. B. Klaboe
L. W. Rulien
Jef Kaiser

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Hunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 19, 1976

FILE: 26-1301
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FROM: MICHAEL BORRESON
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: ROSS ISLAND BR.-52nd AVE. SECT.
Mt. Hood Highway (Powell Blvd.)
Citizens Advisory Committee
Meeting April 15, 1976

The sixth meeting was opened at 7:35 p.m. by chairman Richard Ball.

Bill Lieberman of Tri-Met started the meeting by briefly describing their future busway plans and the Interim Transportation Plan, which shows I-205 and the Banfield as major corridors for their busways. Preliminary estimates of costs for the Banfield are higher than the funds that can be allocated for the project, leaving the use of that corridor as a busway in question. Tri-Met is now looking at some of the major arterial streets as alternate routes, and Powell Boulevard is one of these streets. They are running a computer analysis of the effects of this type of system, but will not have any results for several months.

Steve Dotterrer, of the city Planning Bureau, described the proposed Arterial Streets program which classifies streets by traffic or transit usage. Powell Boulevard was classified under this proposal as a major traffic street. The city staff recommendations for improvements to Powell were based on the Arterial Streets Program. Each member of the C.A.C. will receive a copy of the draft Interim Transportation Plan and the proposed Arterial Streets Program. Anyone wishing to see these plans can then review them at their local representatives meeting.

A meeting was held at Cleveland High School Monday night April 12, by a group of business people who were interested in the "No Build" option for Powell Boulevard. Grover Sparkman attended the meeting so he gave the C.A.C. a briefing. Frank Ivancie was the guest speaker and he gave his views on the project. The meeting ended with the formation of an organization called the Powell Boulevard Association. Some members of the C.A.C. will attend their next meeting to find out their views on the project. Dick Ball felt they should be invited to the next C.A.C. in order that both groups could work together, instead of against each other, to find reasonable solutions to the traffic problems on Powell.

During this week, the committee members have been holding meetings in their local areas to receive input to compile a set of goals for this project. Ron Belec presented a set of objectives for the committee to consider.

1. Traffic flow and congestion
2. Traffic speed
3. Parking
4. Accessibility from, or to side streets
5. Adaptability to the different plans
6. Aesthetics - tree plantings, utilities (underground or behind buildings)
7. Bus turnouts

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Assistant State Highway [illegible]

8. Traffic and pedestrian safety
9. Effects of this project on Foster and Powell beyond 50th

The group from the river to 17th felt cross section plan No. 1 was best for their area utilizing the continuous left-turn lane. They would also like to see the ramps built from McLoughlin to Powell and vice versa, to relieve conjection on 7th Avenue and on Milwaukie Avenue. They were against widening between Milwaukie and 13th, but wanted a left-turn refuge at 13th Place.

The Brooklyn Action Corp would like to have a pedestrian crossing near 8th due to the bus stop location on the north side of Powell. This is an area of pedestrian movement and a dangerous location to cross, especially with the fast moving traffic eastbound off the bridge. They would like to see left turn refuges at Milwaukie Avenue to discourage traffic from using 10th as an alternate route. They also approved plan No. 1.

Hosford-Abernathy had little time to discuss the project at their last meeting, but they did approve plan No. 1. They have had little response to this project from people in their area.

The business persons' group from 17th to 28th approved plan No. 2 because it allows parking on one side. They would like to have the parking on the north side from 20th to 26th and on the south from 26th to 28th. This could give trucks coming from the industrial area to the south a safer turning radius. They also were unanimous for the continuous left turn lane.

There is concern at Cleveland High School about narrow sidewalks and the speed of traffic. Posted speeds will be no more than 35 m.p.h. and the sidewalks can be up to eight feet wide. There is a problem at the 28th-Waverleigh and Powell intersection with pedestrians crossing against traffic. This intersection will be included in the traffic survey. One suggestion was to close Waverleigh to Powell.

The group from 28th to 43rd had no objection to removing parking, as most of it is off-street now. One recommendation was to extend the length and width of 43rd, which is dead end, to allow more parking for the residences and Creston Park. Pedestrian problem areas are the Parry Center, 39th Avenue, and the St. Ignatius Catholic Church. They felt pedestrian islands would be more effective than overhead crossings. They recommended the continuous left-turn lane and a phased signal at 39th Avenue. Another suggestion was to change the signal at 33rd to pedestrian and/or traffic actuated only.

The group from 43rd to 52nd thought more time should be spent studying the off-street parking situation before removing any parking on Powell. They would like to have a planted strip next to the curb and no less then a four foot paved sidewalk. A traffic study should be conducted to better synchronize signals, especially at 50th and 52nd. Pedestrian problems are at 50th Avenue, Creston Park and Creston School. They suggested safe pedestrian crossings at every four blocks, continuous left turns, and the utilities buried or moved the poles away from the curbs.

A newsletter will be sent to the 25,000 residents in the corridor within the next four weeks. It will be essentially the same as the letter sent to the names on the active mailing lists of the neighborhood organizations, and will list the date of a public information meeting to be held June 9 at the Cleveland High School. All committee members should plan to attend this meeting. There was a suggestion to list all the rumors about the project in the newsletter followed by the statement, "If you want to find out the facts, attend the next meeting of your group." This might encourage more people to get involved in the project.

The suggestions received at this C.A.C. meeting will be presented to the Technical Advisory Committee April 20th. These and other recommendations from the T.A.C. will be drawn on the area maps and presented back to the C.A.C. at their next meeting at 7:30 p.m. on April 29th at the Metro Highway Division Office, 5821 N.E. Glisan Street.

The meeting was adjourned at 9:40 p.m.

pq

cc See attached list

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 6, 1976

Portland, OR 97213

FILE: 26-1301
(200)

FROM: MICHAEL A. BORRESEN Michael A Borresen
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Ross Is. Br.-52nd Ave. Sec.
Mt. Hood Hwy. (Powell Blvd.)
Citizens Advisory Committee
Meeting 4/1/76

NOTED
E. S. HUNTER

The fifth meeting was opened at 7:30 p.m. by chairman Richard Ball.

Grover Sparkman gave a briefing on the last technical advisory committee meeting of March 29, 1976, which covered Tri-Met's plans for Powell, a discussion on the purpose of the project, the need for a newsletter to inform the public and a discussion on alternative cross sections that could be used for design input.

The meeting was turned over to the Project Coordinator to answer questions from the last meeting and for a presentation on the latest planning proposals. Information obtained from the Metro Utilities Engineer on the undergrounding of utilities was given to the committee. Portland General Electric's estimate of cost was one million dollars per mile or approximately two and one half million dollars. Hook up costs would have to be borne by the property owner. These would be several hundred dollars per residence and several thousand per business. These are only rough costs, and it will take a couple of months to come up with a more exact figure. He is still checking into the feasibility of moving the utilities behind the buildings, and where funding for these types of projects could come from.

A group of five alternative cross sections with plan views were given to each committee member to be used as a means for discussion at their local meetings. This project is not fixed by any one of these sections, nor are these the only sections that could be utilized. It was also emphasized that Powell is not being considered as a one-way couplet with Division, but will be a four lane boulevard with a separate lane that could be used as a left turn refuge or as a planting strip.

Frank Bresnan gave each committee member a map of Powell Blvd. that shows both sides of the street within the boundaries of their respective areas. No maps are available from 52nd to 82nd. He explained how the maps were made from aerial photographs on a scale of 1 inch equals 50 feet, and show all the fixed objects as well as the contour of the ground. The maps and cross sections will be used by the committee members for receiving input at their meetings in order to make recommendations to the Technical Advisory Committee. They will be handy for observing parking and pedestrian problem areas, as well as locations of possible street closures. The committee will make recommendations as to where street or off-street parking can be located. Where funding for off-street parking will come from, still needs to be explored, but Dick Ball mentioned how Oregon City and McMinnville have purchased whole

NOTED
R. L. SCHROEDER

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Assistant State Highway Engineer

blocks and installed parking meters on them.

Ron Higbee and Bill Leiberman from Tri-Met were introduced and were open to questions. They felt there would be little need for bus turnouts, but might possibly need them at the major transfer points such as Milwaukie Ave., 39th, and Foster Road. Powell would be used for local service and for express and limited service in the interim until the I-205 and Banfield busways are in effect. Tri-Met will try to bring more up-to-date information to the next CAC meeting.

A draft newsletter was presented to each person to be edited and discussed. As the state needs to negotiate a contract for a large mailing (printing and mailing), it would take approximately three weeks to get the newsletter sent out. Since there is not enough time to get the large mailing out for the next meetings, a smaller one with each committee member's name and telephone number will be sent immediately by using each association's current active mailing list. Meanwhile, the state will proceed with the mass circulation of the same newsletter to cover the whole corridor. Carol Loftin of the Trans America Title Co. at the corner of 9th and Stark can provide a list of the property owners on Powell.

Suggestions on ways to disperse information about the project were by newspapers, neighborhood organization newsletters, and spot announcements on radio stations KEX, KWJJ, KGW, (also T.V.), and KINK.

The next meeting of the CAC was set for April 15, 1976 at 7:30 p.m. in the Metro Highway office, 5821 Northeast Glisan Street.

The meeting was adjourned at 9:30 p.m.

jlg

cc: CAC
Special mailing list
F. B. Klaboe
[redacted]
G. A. Potter
L. W. Rulien
J. H. Versteeg
F. Bresnan
J. Kaiser
G. Bell

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 31, 1976
Portland, OR 97213

FILE: 26-1301
(210)

FROM: MICHAEL A. BORRESEN Michael Borresen
Project Coordinator

TO: MEMO THE THE FILE

SUBJECT: Ross Is. Br.-52nd Ave. Sec.
Mt. Hood Hwy. (Powell Blvd.)
T.A.C. Meeting
3/29/76

Max Klotz called the third meeting of the subject project to order at 2 p.m.

Max gave a brief run-down of what has taken place since the last meeting, including the proceedings of the last CAC meeting. He mentioned that the only directive the state has received so far is from the city, and there has been nothing from the other agencies.

The question of using Powell Boulevard for limited and/or express buses in the interim until I-205 and the Banfield busways are functional was mentioned again. According to the city, the arterial streets plan would not utilize Division for express or limited buses due to the narrow travel lanes, but would use it for high quality local service only. Tri-Met feels Powell Boulevard could best handle this type of service without using a separate bus lane. Tri-Met's study of transfer points for possible bus turnouts should be far enough along to recommend specific locations within the next couple of weeks.

NOTED
F. B. KLABOE

As a means for discussion, drawings of alternative cross sections were presented to the committee. These drawings were prepared using input from the city of Portland's "Policies and Design Directives" and comments from the CAC. The city recommends no less than an 8-foot area between curb and property line, but a 6-foot sidewalk with an 8-foot parking lane could be an acceptable alternative. A plan utilizing the center lane as a contraflow, reversible with peak hour directional flow, was discussed and found not feasible for this project. Some of the reasons for its elimination were the existing four lane 17th and Powell undercrossing, and the costs and problems associated with maintenance, signing, and traffic control.

There was a question as to what the Powell project was to accomplish. Is it to improve the street to move more traffic, or just beautify it, but leave it as is? Each block will have to be looked at separately to see how it can be functionally and aesthetically improved. The two main issues are locations for left turn refuges, be they continuous or not, and the removal of parking. The CAC will need to find out where the critical parking problems are and where possible parking lots could be located. Another task for the CAC will be to define locations for possible street closures. This will require input from the neighborhoods that will be directly effected.

The timing for a mass public meeting was discussed. The feeling of the committee was to wait until the CAC has had a chance to hold meetings with their constituents, and to use a newsletter as the means of informing the public in the interim. A newsletter will be drafted to be presented to the CAC for review. It will cover the purpose and goals of the project, and will include a list of the committee members and times of their next meetings.

The next meeting was set for 2 p.m., April 20, 1976, in the Metro I-205 conference room.

Adjourned at 4 p.m.

jlg

cc: TAC
F. B. Klaboe
E. S. Hunter
F. Bresnan
G. A. Potter
L. W. Rulien
J. H. Versteeg
J. Kaiser

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OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 23, 1976
Portland, OR 97213

FILE: 26-1301
(200)

FROM: MIKE BORRESEN Mike Borresen
Project Coordinator

TO: MEMO TO THE FILES

SUBJECT: Ross Is. Bridge-52nd Ave. Sec.
Mt. Hood Hwy. (Powell Blvd.)
Citizens Advisory Committee
Meeting 3/18/76

NOTED
E. S. HUNTER

The fourth meeting of the subject project was opened at 7:30 p.m. with Max Klotz presiding.

Mayor Neil Goldschmidt was present the first half hour to give the city of Portlands' views on why the project is necessary. He stated the city council and planning bureau will be pushing to see Powell Boulevard improved and that the time spent on this committee will be well worth it. He also stated the city has no specifics as to the design, but it is the purpose of the CAC and technical advisory committee to provide the necessary input to find solutions to the existing problems on Powell. He briefly mentioned some of the goals they would like to see, such as improved intersections, free flowing traffic and removal of through traffic on neighboring streets. There was a series of questions asked pertaining to the removal of parking, access to businesses from side streets, the section from 52nd to 82nd Avenue, and the Mt. Hood Freeway issue. Mayor Goldschmidt emphasized his stand against the freeway and stated how he felt it was time the southeast neighborhoods had a chance to stabilize.

Don Bergstrom, City Traffic Engineer, was asked to give his position on a letter sent to the businesses and residences from 50th to 82nd Avenue along Powell removing parking effective April 12, 1976. He made reference to a letter received from a local neighborhood organization requesting this action after they had conducted a survey of businesses and the majority had approved of the parking removal. This brought a series of arguments from the audience as to the legality of the survey, how it wasn't representative and how the decision could be reversed due to opposition. Mr. Bergstrom set up a meeting for a later date with the businessmen to discuss the issue, as it wasn't directly related to the subject project.

Final formation of the committee took place with the boundaries and representatives as follows:

BUSINESS GROUPS

River to 17th Ave.	Robert R. Roberts	236-7540
17th to 28th Ave.	Helen Greenough	232-9587
28th to 43rd Ave.	Richard Ball	228-5187
43rd to 52nd Ave.	Woody Froom	777-3945
52nd to 82nd Ave.	Roger Childers	774-1161
Foster Road	Grover Sparkman	775-6725

AE FE PR1 PR2 DE
O.S.H.D. - METRO
MAR 24 1976
OE FILE T/A

cc

NEIGHBORHOOD ASSOCIATIONS

Brooklyn Action Corps	Robert Johnson	233-9429
Foster-Powell	Marilyn McCabe	233-5631
Hosford-Abernathy	Melvin Replogle	236-8942
Richmond	Dianne Lanctot	233-6849
South Tabor	Marie Brown	771-4828
Unincorporated Area South of Powell	Ronald Belec	777-4768
Schools	Sue Parker	233-2487

It is the function of these representatives to inform the residents within their sections--via meetings, mail, handbills, etc.--of the proceedings of the CAC, and to receive input from their group to bring to the CAC meetings.

Max Klotz gave a brief description of the project, including the limits, existing right-of-way, proposed connections to McLoughlin, and possible intersection changes. He emphasized that the committee is getting in on the ground floor, and that all the city and state have are ideas, not drawn up plans. The schedule for this project is to have preliminary design finished by July with a public hearing in October,1976. It would then go into final design and the contract would be let in February, 1978.

Suggestions and comments were made by the audience and the committee members to be looked at as part of this project. They were:

1. Remove parking during peak hour only in both directions
2. Eliminating parking might indirectly increase traffic speeds
3. Make Powell one way eastbound, and Division one way westbound
4. Need safer crossings for children at parks and schools
5. Need safe pedestrian crossing between Milwaukie and the river
6. Need better communications with and between city of Portland bureaus
7. Effects on Cleveland High School parking, as they have a problem now
8. At which locations would there be bus stops and turnouts
9. Can utilities be undergrounded, and the costs to each individual to make the connection--State has liaison man who will look into this

Election of officers followed, with Richard Ball elected as chairman, Helen Greenough as alternate, Grover Sparkman as representative on the Technical Advisory Committee, and Ron Belec as the alternate. There was a discussion on how the meetings should be conducted. A format will be developed and agendas will be sent to the committee members in order to prepare for the next meeting. This was set for 7:30 p.m. April 1, 1976 at the Metro Highway office, 5821 Northeast Glisan Street.

MEMO TO THE FILES
3/23/76
page 3

Suggestions were made on how to keep the public informed of the project, such as by newsletters or public meetings at Cleveland High School. Richard Ball stated he had obtained a listing of the property owners in his area from the Trans America Title Company, and Helen Greenough displayed a list of the businesses along Powell Boulevard that she had obtained from the Portland State Library--contacts influential. A recommendation was made to take the city of Portland's,"Policies and Design Directives for Powell Boulevard", to the people in each committee member's section to get ideas on what they do or do not want for their area. The committee would then look at one section at a time for their design input proposals. The State will furnish maps of each section as they become available, showing existing roadway widths, right-of-way, buildings and other fixed objects.

The meeting was closed at 9:45 p.m.

jlg

attachment

8860

Portland Hwy 26
Ross Isl. Br - 52nd Ave

OREGON STATE
HIGHWAY DIVISION

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

The Oregon Highway Division and the City of Portland have begun planning for reconstruction of Powell Boulevard from the Ross Island Bridge to 52nd Avenue.

Planning is at the formative stage and only general concepts are presently set. Present design concepts by the city's Bureau of Planning are to remove parking from both sides of Powell, provide a median planting strip, planted parking strips, left-turn channelization at specifed signalized intersections, ramp connections from Powell to McLoughlin Boulevard southbound and from McLoughlin Boulevard to Powell eastbound.

A technical advisory committee consisting of the city, Tri-Met, DEQ, and the Highway Division has been formed. A citizens advisory committee consisting of neighborhood organizations and interested individuals has met once and is still being formed. There are as yet no business people represented on this committee.

The Highway Division is inviting businesses along this section of Powell Boulevard to form a coalition, or organization, to represent them on a citizens advisory committee. Issues such as parking removal, possible restrictions to cross traffic on Powell and other features may affect your access or patron convenience.

The next meeting of the citizens advisory committee is scheduled for 7:30 p.m., February 12 at the metropolitan Highway Division office, 5821 Northeast Glisan Street. Any business organization or individual is invited to attend this meeting and assist in forming a well-rounded group to represent all interests involved.

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COUNTY & CITY SECTION
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☑ ENGR. ☐ COOR. ☑ UE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

If you have any questions please call Vern Butzer, Project Information Officer at 238-8243.

MAX J. KLOTZ
Metro Planning Engineer

VB:jlg

cc: G.L. Sund
D.N. Harwell
G.A. Potter

1978 Farmington Hwy. @ SW 8861
170th Ave. Sec., W. Beaverton.
(Traffic signal)

C&A 6211

10-27-78
7-20-78
9-19-77

8-18-80

#8861

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 8-18-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. TQM-9064(1)
COMPLETION DATE 10-16-79	ACCEPTANCE DATE BY CONTRACT AGENCY 4-18-80	TIME ELAPSED 89 %	CONTRACT TIME 220 C.D.
APPROVED EXTENSIONS None	LOCATION Intersection of Farmington Hwy. FAU 9064, and S.W. 170th Ave. Approx 1 mi. W. of Beaverton, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FARMINGTON HWY AT 170th AVENUE
TRAFFIC SIGNAL

This project provided for the installation of a 3-phase fully actuated signal with fire pre-emption capabilities at the subject intersection. A contract in the amount of $50,985.00 was awarded Tice Elect. Co., Portland, Oregon on 1-9-79, work began 8-2-79 and was completed in reasonably close conformance with the approved plans and specification on 10-16-79 at a final cost of $54,893.80 which includes $50,393.80 for bid items and $4,500 for engineering.

The adjustment of the pedestrian lenses as recommended in the Final Construction Inspection Report has been done. the recommended curb and sidewalk work has not been completed, however, since this work was not included as a part of this project, we have no valid reason to withhold Final Acceptance of the project pending completion of the recommended revisions.

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 8/27/80	TITLE Field Operations Engineer	DATE 8/27/80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8861 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQM-9064(1)
SW. 170th Avenue @ Tualatin Valley Hwy.
Time Extension

Date: August 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

For the reasons outlined in Mr. Keasey's July 28, 1980, letter the proposed time extension of 144 calendar days is approved as requested. It is recommended, however, that on future projects when a time extension is apparent at the time a price agreement is prepared that the price agreement include a specified amount of time to complete the work.

G.K. Hansen
for G. L. Green

RECEIVED
STATE HWY ENGR

AUG 13 '80

REFER TO

FOR

Info	Inver.	R/D	D/R	Spec	Act	File
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Orig to

8861

April 23, 1980

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

COM 5
#8861

Gentlemen:

Contract No. 8861 awarded to Tice Electric Co. for traffic signal installation on the Farmington Highway at S.W. 170th Avenue in Washington County was completed on October 16, 1979, and accepted by the State Highway Division on April 18, 1980.

Final payment in the amount of $2,569.85 will be released to the contractor after April 28, 1980. The total contract amount is $50,393.80 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Ed Hardt

8861

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

31 8

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. Ten	REPORT NO. 1	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Region Constr. Engr & Hank Rodriguez, Res. Engr ODOT

DATE OF INSPECTION 3-31-80	INSPECTION MADE BY Original signed by Vincent J. Tabor Vincent J. Tabor, Assist Area Engr	PROJECT NO. TQM-9064(1)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 196/220 =89 %	WORK COMPLETED 100 %

FARMINGTON HIGHWAY AT SW 170th AVENUE
Traffic Signal Installation

The project provided for the installation of 3-phase fully actuated signals with fire pre-emption capability at the subject intersection.

All work has been completed in reasonable close conformance with plans and specifications. The pedestrian heads will need some adjustment since the bulbs are burning through WALK - DON'T WALK lenses at some locations. We had learned from previous signal inspections that this problem is caused by the proximity of the lens to the bulb - an obvious assembly error.

It is my understanding that the County constructed the curb, sidewalk, and curb cuts in the north quadrants of the intersection. We noted that the sidewalk ended 3 - 6 feet short of the pole foundation and that the curb section was not tapered for future bicycle - wheel chair access across the Farmington Highway.

Recommendations

1. The pedestrian lenses require adjustment and/or replacement before acceptance of the contract work.

2. While the Federal-aid contract did not provide for the curb and sidewalk work, the pedestrian heads installed will be useless to individuals wishing to cross the major street from the north (especially bicyclists and the handicapped) if proper access to the push-button is not provided in a timely manner together with a curb cut to the crosswalk. Project acceptance will be delayed until this work is completed.

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FORM FHWA-1446 A (12-73) FORMERLY PR-33B

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STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226
DEPT. TELEPHONE

TO: E. L. Hardt
Region Engineer

DATE: December 21, 1979

FROM: R. N. Bothman Bothman
Administrator

NOTED
E. S. HUNTER

SUBJECT: Traffic Signal Installation

I continue to be bombarded with the Department's failure to expeditiously install signals. The latest example is 170th and TV and 170th and Farmington.

88.15

I would appreciate it if you could give me a summary of the installation period; that is time of contract to time of completion (turn on of the signal) for signals that have been completed in the last year, as well as the same information for signals now under contract (anticipate completion date). It would be helpful in giving me the background to provide some kind of tabulation that would include the location of the signal, the date of contract, the number of work days, the date of completion (anticipated), and remarks under remarks, perhaps some categories of why the delays have occurred, if there are delays.

My attempt is to get a handle on the problem so that I can be responsive as I continue to get lambasted at various jurisdictional meetings, Chamber of Commerce meetings, etc.

RNB:ke

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey

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FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FARMINGTON HIGHWAY AT S. W. 170TH AVENUE

WEEK ENDING: DECEMBER 1, 1979

SECTION PREFIX: 134-1029

HIGHWAY: FARMINGTON HIGHWAY

COUNTY: WASHINGTON

NAME OF JOB: FARMINGTON HWY. AT S. W. 170TH AVENUE

KIND OF WORK: TRAFFIC SIGNALS

CONTRACTOR: TICE ELECTRIC COMPANY

CONTRACT NUMBER: 8861

FEDERAL AID PROJECT NUMBER: TQM-9064(1)

DATE OF CONTRACT: JANUARY 9, 1979

DATE WORK STARTED: AUGUST 2, 1979

COMPLETION DATE: OCTOBER 16, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 220

WORK DAYS USED:

CALENDAR DAYS USED: 197

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 89

PROJECT AUTHORIZATION: $59,552.83

EXCLUSIVE OF ENGINEERING: $54,324.33

ENGINEERING AUTHORIZATION: $5,198.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $54,324.33

ENGINEERING COST TO DATE: $3,434.06

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 66 %

DATE PROJECT WAS COMPLETED: OCTOBER 16, 1979

SEMI-FINAL WILL BE TURNED IN DECEMBER 7, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	TRAFFIC SIGNALS							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	SHOWERS	0	0	
MONDAY 26	SHOWERS	0	0	
TUESDAY 27	OVERCAST	0	0	
WEDNESDAY 28	OVERCAST	0	0	
THURSDAY 29	OVERCAST	0	0	
FRIDAY 30	SHOWERS	0	0	
SATURDAY DEC. 01		0	0	

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DEC 4 1979
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Iserg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

25 SUNDAY	No ACTIVITY ALL WEEK.
26 MONDAY	
27 TUESDAY	
28 WEDNESDAY	
29 THURSDAY	
30 FRIDAY	
DEC. 01 SATURDAY	

REMARKS

STATUS TO DATE: PROJECT COMPLETE AND READY FOR FINAL INSPECTION.

SIGNED E Rodriguez
E. RODRIGUEZ
LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

111

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 7, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project TQM-9064(1)
Farmington Hwy. @ S.W. 170th Ave.
Project Agreement

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

The recently submitted project agreement for the subject project cannot be approved as submitted. Our original authorization letter of April 15, 1977 limited the total cost of P.E. for this project to the $3,000 amount requested. The recently submitted project agreement increased the P.E. cost to $16,000 without explanation.

Prior to our approval of the project agreement, the additional cost of P.E. must be fully supported and justified.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
✓E. S. Hunter (OSHD)

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FOR

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STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-161	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 2-6-79	State Oregon County Washington Project No. TQM-9064 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 208, Jct. @ S.W. 170th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-15-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	11-21-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 74,377.00	$ 66,939.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

mw For: H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator FEB 06 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on the right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

ile

Oregon State Highway Division
Salem, Oregon, January 15, 1979

Federal Aid Project
No. TQM-9064(1)

Farmington Hwy. at S.W. 170th Ave.
Washington County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 16,000.00

Type Code Y031
Traffic Signal (Farmington Hwy. at S.W. 170th Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 700.00
Temporary Signs	92 Sq.Ft.	4.00	368.00
Flagmen	40 Hr.	24.00	960.00
Traffic Signal Installation, Complete	All Required		48,957.00
	Subtotal		$ 50,985.00
	Engineering		6,392.00
	Engineering (Sig. Cont. Testing)		1,000.00
	Total		$ 58,377.00

Summary of Funds (90.00%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$16,000	$14,400	$1,600
Traffic Signal	58,377	52,539	5,838
Total	$74,377	$66,939	$7,438

Group 1 100%

Contract No. 8861

Prefix 134-1029

Prefix 134-1942

8861 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1979

Tice Electric Co.
2130 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8861 for traffic signal installation on Farmington Highway at S.W. 170th Avenue in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr
Enclosure

cc: Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Enrique Rodriguez
L. E. George

TICE ELECTRIC ELECTRICAL CONTRACTORS
2139 S.E. Belmont Street
Portland, Oregon 97214

Transmittal Memorandum

To Department of Transportation
State of Oregon
Address 121 Transportation Building
City Salem, Oregon 97310

Date January 25, 1979
Job S.W. 170th Ave. @ Farmington Hwy.

We are forwarding the following:

☒ Attached ☐ Under Separate Cover

Drawing No.	No. of Copies	Title or Description	Date
	1	Contract & Bond (Contract no. 8861)	

Remarks:

(X) Please note line 1 of your 1-22-79 letter referring to 8661 - should be 8861.

RECEIVED
JAN 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please:

☐ Transmit to approving authority.
☐ Check for approval.
☐ Return ________ copies to this office.
cc: 1733 contract file

TICE ELECTRIC COMPANY
By G. S. Gregersen
Gordon S. Gregersen
Project Manager

TICE ELECTRIC ELECTRICAL CONTRACTORS

2139 S.E. Belmont Street
Portland, Oregon 97214

Transmittal Memorandum

To Oregon Transportation Commission
Department of Transportation
Address Highway Division
121 Transportation Building
City Salem, Oregon 97310

Date January 17, 1979
Job

We are forwarding the following:

☒ Attached ☐ Under Separate Cover

Drawing No.	No. of Copies	Title or Description	Date
	2	signed Contract & Bond (8857)	
	2	signed Contract & Bond (8861)	

Remarks:

NOTED
C. W. HEAD

RECEIVED
JAN 18 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please:

☐ Transmit to approving authority.
☐ Check for approval.
☐ Return ________ copies to this office.

cc: 1732 file
1733 file

TICE ELECTRIC COMPANY
By G S Gregersen
Gordon S. Gregersen

8861

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Enrique Rodriguez
L. E. George
SAIF
Fran

January 9, 1979

Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for traffic signal installation on the Farmington Highway at S.W. 170th Avenue in Washington County for the sum of $50,985 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Washington County and when the sum of $15,300 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8861.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 20, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8261 29.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12-22-78 ~~[illegible]~~

Donald L. Bront

1-25-79 ~~10-26-78~~ Bid Letting ______________ All Clear Deadline

SECTION S. W. 170th AVENUE SECTION
Highway FAU 9064 & Tualatin Valley
County Washington Region M
Type of Work Signal Funds TRANS & HI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☐	☒	☐	☐	☒
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☒	☒	☒

8861

December 15, 1978

Contract 8861
Agree #6211

Washington County
Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Jo Ann Johansen
Clerk of the Board

#142

Gentlemen:

On December 14, 1978 a satisfactory bid was received from Tice Electric Co., 2139 S.E. Belmont St., Portland, Oregon 97214 for installation of a traffic signal on Farmington Highway @ S.W. 170th Avenue. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$50,985.00
Signal Controller Testing	1,000.00
4½% Contingencies	2,339.33
(10%) Engineering	5,198.50
ESTIMATED TOTAL COST	$59,522.83

County shall, within 30 days following the opening of bids, deposit with State the sum of $15,300, said amount being equal to the calculated expense for installation of five-phase in lieu of two-phase traffic signal equipment.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 7, 1979.

Please make your check for $15,300.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Gerald W. Wimer
Local Government Manager

FH:dmc

bc w/AD#563: Region M Federal Aid Specialist
Vern Skoog-Please return completed AD#563 when check is received.

Check Received
1-9-79
notified J. Rose.
Contract awarded.
H.
ok to file.

```
                                                  TOT        M1
                                               ** JOB TOTALS **             949 86   **

                                                 FA PROJ NOS HHS0064001 100
SW 170TH AVE 2-PHASE SIGNAL        CONT NO                                  168 17
                                      134      1942      901       00 P 1
                                      134      1942      901       00 M 1    83 11
                                      134      1942      905       00 P 1
                                      134      1942      909       00 P 1
                                      134      1942      910       00 P 1   547 85
                                      134      1942      911       00 P 1
                                      134      1942      914       00 P 1
                                      134      1942      920       00 P 1
                                      134      1942      921       00 P 1   334 42
                                                         TOT          P1 1.133 55
                                                         TOT          M1
                                                      ** JOB TOTALS **    1.133 55  **

                                                 FA PROJ NOS XI    079004 100
SW 72ND AVE INTERCHANGE            CONT NO                                5.367 21CR
                                      134      1946      296       00 M 9 5.367 21
                                      134      1946      298       00 M 9
                                      134      1946      901       00 P 1




                                                                                     OCTOB
AL TO DATE JOB COST SUMMARY

CRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION    GR  CURRENT MONTH    YEA
                                      134      1946      901       00 P 5   2.975 69
                                      134      1946      901       00 M 1
                                      134      1946      901       00 M 5
                                      134      1946      902       00 P 1
                                      134      1946      902       00 P 5
                                      134      1946      906       00 P 5
                                      134      1946      907       00 P 5
                                      134      1946      910       00 P 1
                                      134      1946      910       00 P 5
                                      134      1946      911       00 P 1
                                      134      1946      911       00 P 5
```

```
            TOT          N1
          ** JOB TOTALS **            949 86   **         3.197 84   **          46 63
                                                                              29 367 61

        FA PROJ NOS NNS0064001 100                   0
1942          901          00 P 1        168 17                                     00
1942          901          00 N 1                           168 17              8.230 05
942           905          00 P 1         83 11                                   223 57
942           909          00 P 1                            94 16                258 11
942           910          00 P 1                                                  87 28
942           911          00 P 1                            68 48              1.228 29
942           914          00 P 1        547 85           1.458 40              4.243 38
942           920          00 P 1                                                 328 35
942           921          00 P 1                            74 95                 74 95
              TOT          P1            334 42             334 42                334 42
              TOT          N1          1.133 55           2.198 58             14.784 83
          ** JOB TOTALS **          1.133 55   **       2.198 58   **             223 57
                                                                             15.008 40

        FA PROJ NOS XI   079004 100
946           296          00 N 9      5.367 21CR                                   00
946           298          00 N 9      5.367 21          67.138 29CR          90.938 29CR
946           901          00 P 1                        67.138 29            90.938 29
                                                          1.007 16CR


                                                     OCTOBER 1978           PAGE  537

                                                        FISCAL              GRAND TOTAL
Y             FUNCTION     GR   CURRENT MONTH       YEAR TO DATE             TO DATE
946           901          00 P 5      2.975 69      10.410 44             57.465 86
946           901          00 N 1                          40CR
946           901          00 N 5                          40                  879 64
946           902          00 P 1                       145 79CR
946           902          00 P 5                       508 82               9.759 64
946           906          00 P 5                                               21 93
946           907          00 P 5                                              737 84
46            910          00 P 1                       548 89CR
946           910          00 P 5                       548 89                 857 60
946           911          00 P 1                           38CR
46            911          00 P 5                           38               6.095 43
```

8861

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 11-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM-9064(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71557

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	11-21-78	FAU 9064	Secondary 142

GENERAL LOCATION: Farmington Hwy. at S.W. 170th Ave. Section

GENERAL DESCRIPTION OF WORK: Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's November 20, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $60,144 - Federal Funds $54,129.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-21-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

Scale 0 1000 2000 Feet

Robert A Burco DIRECTOR OF TRANSPORTATION
Fred B Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

8861

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Max J. Klotz
Technical Services Engineer
Metropolitan Branch

DATE: November 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Revised Signal Plan
Farmington Highway at S.W. 170th Avenue
Washington County

Attached are revised plans for the intersection of S.W. 170th Avenue at Farmington Highway. The changes were requested by the Federal Highway Administration. They did not feel that a raised island should be used to channel the low volume right-turn traffic from east to north. They also were not receptive to walking the pedestrians to the island and not across the right-turn lane.

The revised plans allow for walking the pedestrian across the entire north leg of S.W. 170th Avenue and removes the concrete island.

Would you please advise the County of these changes and have them sign the designated plan sheet and return to this office. The project is scheduled for letting in December 1978.

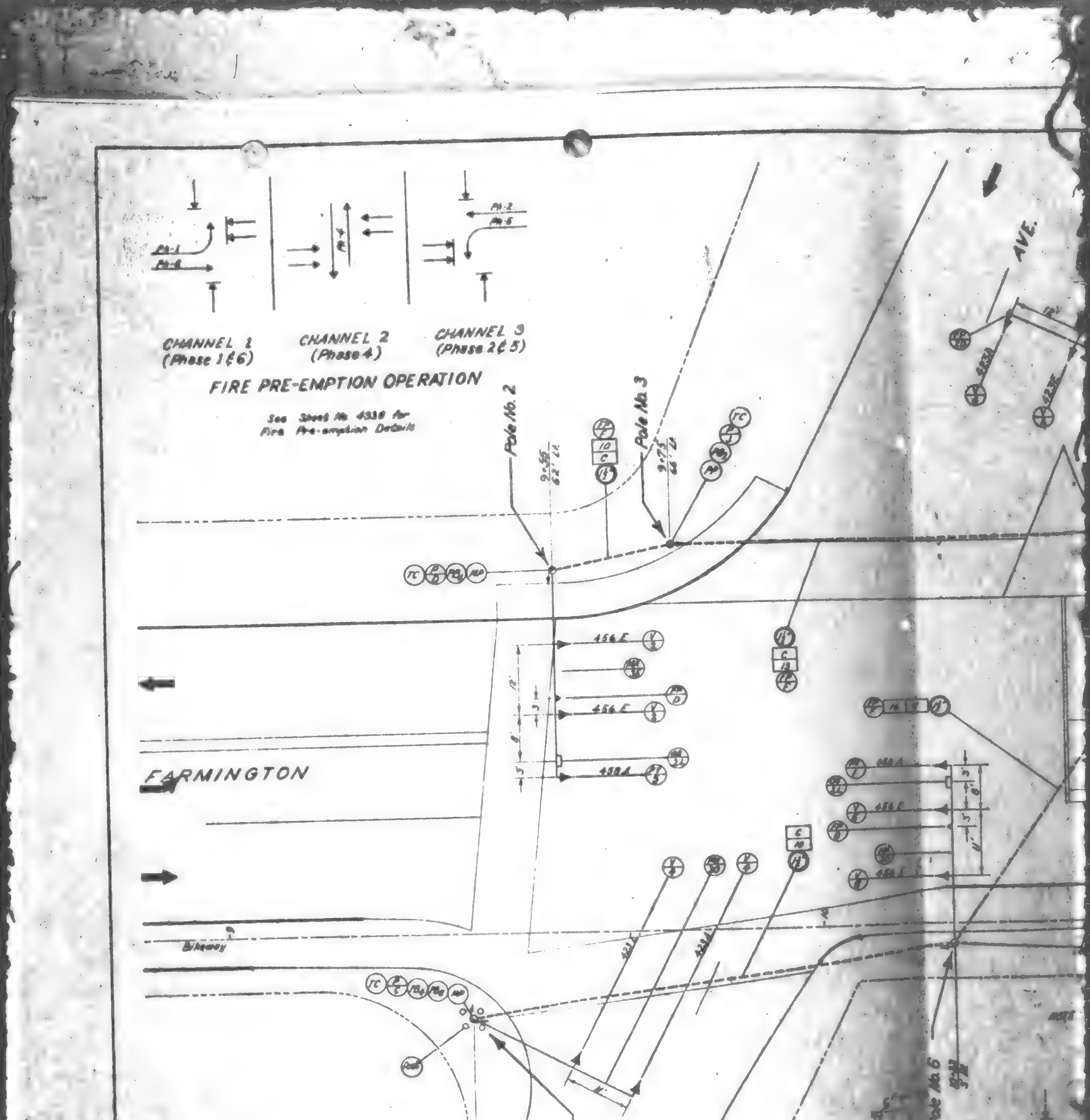
ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:ds
Attachment

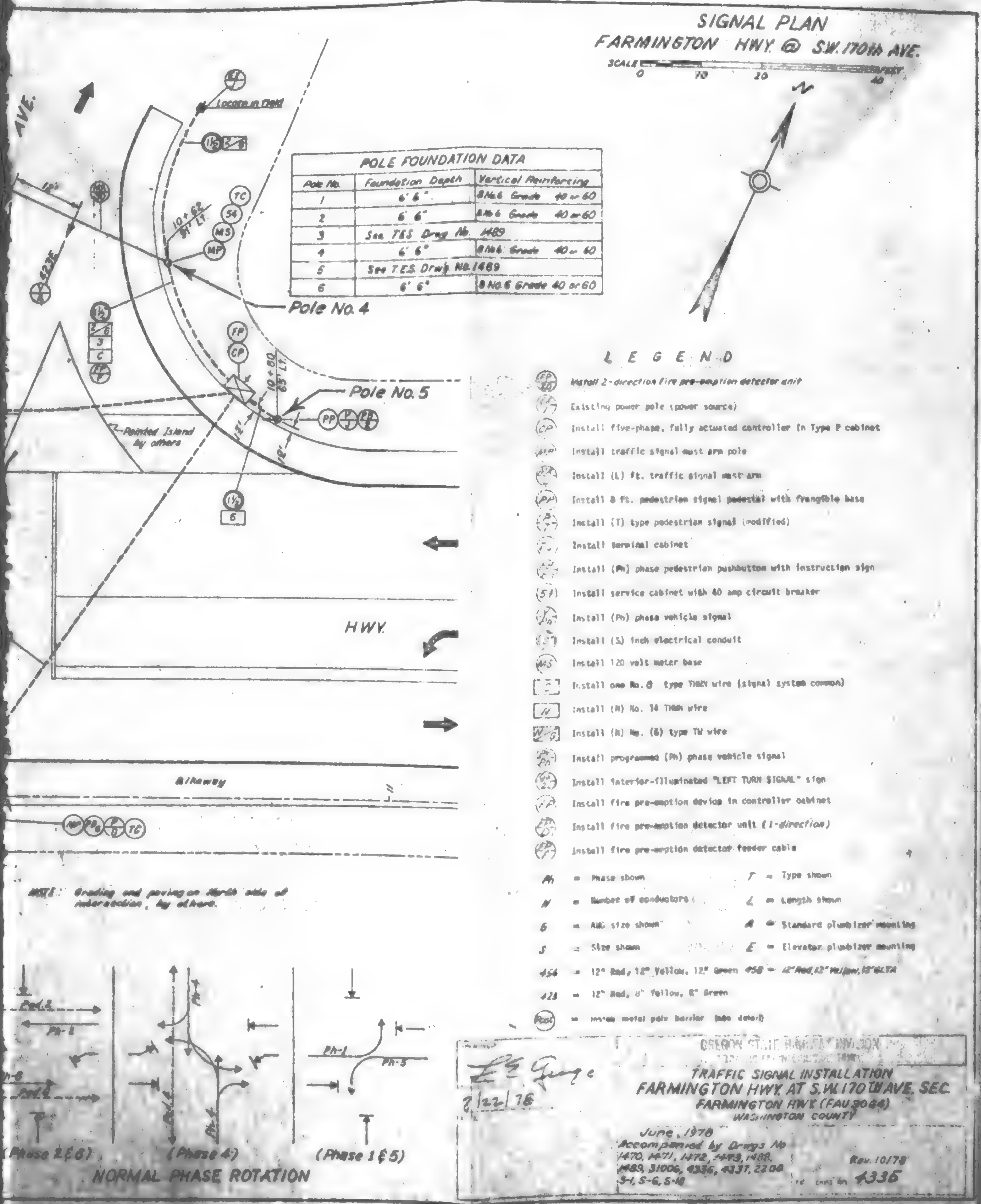
cc: R. W. Failmezger
M. C. Holmes

Holmes


CHANNEL 1
(Phase 1 & 6)
CHANNEL 2
(Phase 4)
CHANNEL 3
(Phase 2 & 5)
FIRE PRE-EMPTION OPERATION
See Sheet No. 4338 for Fire Pre-emption Details
Pole No. 2
Pole No. 3
Pole No. 1
Pole No. 6
AVE.
FARMINGTON
Bikeway
456 E
458 A
S.W. 170th
4" galv. std. steel pipe
Concrete foundation
METAL P ER

PRELIMINARY COPY
SUBJECT TO CHANGE

SIGNAL PLAN
FARMINGTON HWY. @ S.W. 170th AVE.


SCALE
0
10
20
40
FEET
N
AVE.
Locate in field
12'
423E
10+62
51' Lt.
TC
54
MS
MP
Pole No. 4
FP
CP
10+80
63' Lt.
Pole No. 5
PP
Painted Island by others
12'
HWY.
Bikeway
MP
TC
Ped.2
Ph-2
Ph-6
Ped.6
Ph-4
Ped.4
Ph-1
Ph-5
(Phase 2 & 6)
(Phase 4)
(Phase 1 & 5)

POLE FOUNDATION DATA		
Pole No.	Foundation Depth	Vertical Reinforcing
1	6' 6"	8 No.6 Grade 40 or 60
2	6' 6"	8 No.6 Grade 40 or 60
3	See T.E.S. Drwg. No. 1489	
4	6' 6"	8 No.6 Grade 40 or 60
5	See T.E.S. Drwg. No. 1489	
6	6' 6"	8 No.6 Grade 40 or 60

LEGEND

FP 2D	Install 2-direction fire pre-emption detector unit
	Existing power pole (power source)
CP	Install five-phase, fully actuated controller in Type P cabinet
MP	Install traffic signal mast arm pole
	Install (L) ft. traffic signal mast arm
PP	Install 8 ft. pedestrian signal pedestal with frangible base
	Install (T) type pedestrian signal (modified)
	Install terminal cabinet
	Install (Ph) phase pedestrian pushbutton with instruction sign
(SI)	Install service cabinet with 40 amp circuit breaker
	Install (Ph) phase vehicle signal
	Install (S) inch electrical conduit
MS	Install 120 volt meter base
	Install one No. 8 type THWN wire (signal system common)
N	Install (N) No. 14 THWN wire
	Install (N) No. (6) type TW wire
	Install programmed (Ph) phase vehicle signal
	Install interior-illuminated "LEFT TURN SIGNAL" sign
FP	Install fire pre-emption device in controller cabinet
	Install fire pre-emption detector unit (1-direction)
	Install fire pre-emption detector feeder cable

Ph = Phase shown
T = Type shown
N = Number of conductors
L = Length shown
6 = AWG size shown
A = Standard plumbizer mounting
S = Size shown
E = Elevator plumbizer mounting
456 = 12" Red, 12" Yellow, 12" Green
458 = 12" Red, 12" Yellow, 12" GLTA
428 = 12" Red, 8" Yellow, 8" Green
Post = Install metal pole barrier (see detail)

NOTE: Grading and paving on North side of intersection, by others.

NORMAL PHASE ROTATION

8/22/78

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
FARMINGTON HWY. AT S.W. 170th AVE. SEC.
FARMINGTON HWY. (FAU 8064)
WASHINGTON COUNTY

June, 1978
Accompanied by Drwgs. No.
1470, 1471, 1472, 1473, 1488,
1489, 31006, 4336, 4337, 2208
S-1, S-6, S-18

Rev. 10/78
4335

8861

October 27, 1978

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 6211

Attention: Jo Ann Johansen
Clerk of the Board

Gentlemen:

Attached for your files is a fully executed copy of a letter-form supplemental agreement concerning a traffic signal installation on the Farmington Highway at S.W. 170th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

-8861

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 13, 1978

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

Federal-aid Project No. TQM-9064(1)

Federal-aid Project Name Farmington Hwy. at S.W. 170th Ave.

Highway No. 142

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

0861

WASHINGTON COUNTY

Inter-Department Correspondence

Date September 15, 1978
For Meeting of: September 19, 19

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Supplemental Agreement - Traffic Signal, 170th & Farmington Road

Your Board has previously entered into an agreement with the State for a two-phase traffic signal at this intersection. We have reviewed this facility and it is on our Systems Development Charge program for this year. We feel that it would be more appropriate to initially install a five-phase signal and do some additional work to the intersection at this time, rather than be plagued with the problem of left turn movements in the future.

It is our proposal that utilizing some of the Systems Development Charge monies, the county pay for the difference between the two-phase signal and the five-phase signal, and the county with its forces prior to signal installation, do some widening at the intersection.

RECOMMENDATION: Your Board authorize the supplemental agreement permitting the five-phase signal and the additional work to be done in conjunction with the installation.

Respectfully submitted,

John F. Crockett

JFC:pj

From Metro Jon Ross Date 9/29/78

To [redacted]

[redacted] Traffic Region 1

Comments: County has signed the 3 copies, Metro Administrator has approved and the copies are returned for further action. Your office was advised by phone 9/29/78

Jon Rose

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-517
DATE 9-19-78
BY Jo Ann Johansen
CLERK OF THE BOARD

Holmes ✓

5961.

29

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/12/78
Donald B. Vest

10-26-78 Bid Letting ____________ All Clear Deadline

SECTION S. W. 170th AVENUE SECTION
Highway FAU 9064 & Tualatin Valley
County Washington Region M
Type of Work Signal Funds TRANS & HHS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☐	☒	☐	☐	☒
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☒	☒	☒

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

283-8321
TELEPHONE

TO: MEMO TO FILE

DATE: August 30, 1978

FROM: KEN D. LIMBOCKER
Design Engineer

SUBJECT: Revised Preliminary Plans
Traffic Signal Installation
Farmington Highway at 170th Avenue
Washington County

At the request of the County, the original two-phase signal has been redesigned to a five-phase signal.

Widening to accommodate the five-phase signal will be the responsibility of Washington County with their forces doing the actual work including grading, drainage, paving, curbs and striping.

The right-of-way necessary for the construction, including that for the expanded signal contract is the responsibility of Washington County. Contact with Mike Borreson indicates that all but one parcel has been acquired to date. The remaining parcel belongs to PGE and that only final contact remains to be made to settle that file.

In Summary:

1. The County will have all needed right-of-way for the five phase signal contract.

2. The County will prepare plans and do the construction for the widening they have shown in their request for the five phase signal.

3. Coordination of the contract work and the County work will be the responsibility of the County. Interference with the State Contractor will be avoided.

? → 4. Draft agreement for financing of change from 2-phase to 5-phase signal has been sent by Local Gov Section to Bud George for processing.

js

cc: Ed Hardt
[redacted]
L.E. George
J.H. Versteeg
John Crockett-Wash. County

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE
AUG 31 1978
TAA Holmes
File: PM FA
LG OP

81-125-1387

58

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

August 15, 1978

PROJECT MANAGEMENT
PME ☐ LGF ☑ CCE ☐ FAE ☐ OM ☐ OPE ☐
AUG 28 1978
TAA Zekner File: PM FA LG OP

Don Adams
Project Development Manager
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Farmington Highway & 170th Avenue

Dear Don:

Before the plans are finalized on the subject signal project, I would like to request several changes. As the projected bid letting date is set for October 26, I'm sure the changes can be made without causing any delay to the project bidding.

We are anticipating spending some of our Systems Development Charge funds to improve this intersection to accomodate left turn lanes. We have discussed this intersection with several traffic engineers, and all of them have stated that a two phase signal will cause unreasonable delays to the through moving traffic.

My first request is that the signal be designed with a 5-phase controller and the signal poles be located behind the curbs shown on the attached drawing. The difference in the cost between the 2-phase and 5-phase signal will be paid by Washington County.

I am also requesting permission for the County to widen the intersection to three lanes during the Spring of 1979. With the signal going to bid in October, the contractor would not be ready to install the signal until after May of 1979. We would coordinate our construction with his.

In no way should this change delay bidding on the T.V. Highway and 170th project, and hopefully it won't delay the Farmington and 170th signal project either. I feel confident that this can all be handled within the schedule, if we all work together. It is of utmost importance to the County due to development in the area and impending traffic congestion.

Sincerely yours,

John F. Crockett
Director of Public Works

JFC:pj
cc: Ed Hardt, Regional Engineer
Bud George, State Traffic Engineer

82.1

July 20, 1978

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 6211

Attention: Jo Ann Johansen
Clerk of the Board

Gentlemen:

Attached for your records are two fully executed supplemental agreements for installation of emergency vehicle pre-emption equipment to be included with a traffic signal project at the following locations:

Farmington Highway at S. W. 170th Avenue
Tualatin Valley Highway at S. W. 170th Avenue

We have retained a fully executed copy of the two agreements for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (two conf. agrees. att.)

2261

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

Farmington Hwy. At S.W. 170th Ave. Sec.

FROM Tualatin Valley Hwy. At S.W. 170th Ave Sec.

TO S. W. 170th Ave. Section
Farmington (FAU 9064) And Tualatin Valley Highways
Washington County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

RECEIVED
MAY 23 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___
___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

8F61

STATE OF OREGON

INTEROFFICE MEMO

29

~~B/03-15-78~~

TO: R. N. Bothman
Administrator, Metropolitan Branch

DATE: February 7, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Signal
Farmington Hwy. @SW 170th Avenue
Washington County

As you know, by carbon copy of a letter from myself to D. O. Christensen dated October 24, 1977, this signal project has now been estimated to cost $225,000 due to addition of channelization and right-of-way. As noted, the benefit-cost ratio dropped from 4 for the two phase signal, to 0.8 for the 5 phase signal with channelization.

It was our recommendation at that time that the 2 phase signal be installed without additional channelization. Other than the additional cost, it would also be necessary to amend the existing agreement with the county, amend the Statewide Assessment statement and purchase right-of-way.

Would you please notify this office as to how you would care to proceed with this project and what funding should be used for the increased cost if channelization is to be incorporated.

By previous experience, the acquisition of right-of-way will add another 3 or 4 months to letting the project to contract. It is presently scheduled for the May 25, 1978 bid opening.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WZ:rah

cc: E. L. Hardt
~~D.~~ O. Christensen

REFERRED TO
Board
Cole
✓ Eriksen E.E.
Hagen
Dom 2248
Bample
Watson
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2-10-78
Job data is
In Zerbes Files
untill further
direction
2248

1 Versteeg ✓
2 Christensen DOC
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 07 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

9241 29

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: October 24, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Project
Farmington Highway @ S.W. 170th Avenue
Washington County

Fred Erickson of your office recently advised us that the subject project had evolved from a simple signal installation to a signal installation with a left-turn refuge. The project cost has grown from $33,000 to $225,000. The project is to be funded with Transition Quarter funds. Fred asked which project should be designed.

Reviewing a collision diagram which covers this intersection for the period January 1, 1973 to September 30, 1976, we have found that a $225,000 project would yield a benefit-cost ratio of only 0.8. Based on this low benefit-cost ratio, I feel we should proceed with the traffic signal installation without the left-turn refuge.

The left-turn refuge would be a desirable project but at the estimated cost I do not believe that we would get the best value for our money.

L. E. George
L. E. George
Traffic Engineer Supervisor

RDT:rw

cc: R. N. Bothman
E. L. Hardt

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 25 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-387

9861

September 19, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 6211

Attention: Jo Ann Johansen
Clerk of the Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Farmington Highway at S. W. 170th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

#8861 8-24-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. Various

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-24-77

FEDERAL ROUTE NUMBER ---

STATE ROUTE NUMBER ---

GENERAL LOCATION:

Various

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program changes

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-23-77, I approve the program changes as follows:

	Now Programmed		Change	
Item	Project	Appn Code	Project	Appn Code
87	HHS-3(1)	142	TQF-3(1)	124 - #5642
70552	HHS-81(1)	145	TQF-81(1)	124
70553	HHS-81(1)	145	TQF-81(1)	124 #8680
70555	HHS-81(1)	145	TQF-81(1)	124
73504	HHS-1049(1)	145	TQM-1049(1)	124 - #8689
71557	HHS-9064(1)	145	TQM-9064(1)	124 #8861

DATE 8-24-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-831-898

WASHINGTON COUNTY

Inter-Department Correspondence

Date August 18, 1977
For Meeting of: August 23, 1977

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Approval Agreement Traffic Signal Maintenance & Power - SW 170th & Farmington Road

I am sure your Board is aware that this traffic signal installation has been under consideration for sometime.

The State Department of Transportation has submitted to the County an agreement covering this installation and its maintenance. One condition of the agreement is that it be entered into at a regularly scheduled Commission meeting.

The agreement calls for the State to design and supervise construction and installation of the signal at no expense to the County. The State will then do the necessary maintenance on the subject installation and the County is to agree to pay the energy costs for its operation.

This agreement has been reviewed and approved as to form by County Counsel, and is a much needed facility.

RECOMMENDATION: Your Board authorize execution of the prepared agreements.

Respectfully submitted,

John F. Crockett

JFC:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-428
DATE 8-23-77
BY Jo Ann Johansen
CLERK OF THE BOARD

8661

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-9064(1)

STATE PRO NO.
See below

PROGRAM NO.

COUNTY NAME
Washington

FROM:
G.L. Green, Division Administrator
Salem, ORegon

ITEM NO.
71557

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
4-15-77

FEDERAL ROUTE NUMBER
FAU 9064

STATE ROUTE NUMBER
Secondary 142

GENERAL LOCATION:

"Farmington Highway at S.W. 170th Ave. Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost not to exceed $3,000
☐ OTHER (Specify) FF $2,700.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 4-1-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

You are authorized to proceed with the work as shown above.

DATE
4-15-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—636-787

8861

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 24, 1977

Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Farmington Highway at SW 170th Ave.
Title II, Section 209
Washington County

This project has been assessed for its potential impact on the quality of the human environment.

The proposal is to provide a two-phase fully actuated traffic signal at the subject intersection.

Twelve of the twenty-eight reported accidents shown on the attached collision diagram are of a type which would be preventable by signalization with a two phase controller. Seven of the reported accidents may be directly attributed to the left-turn movement from Farmington Highway. Three of the reported accidents involved bicycles.

No new right-of-way would be required, and no foreseeable alterations adversely affecting the environment will occur. For these reasons, it is recommended that this project be considered a non-major action to be included under the Statewide Safety Assessment.

GAP:cjh

Attachment

cc: E. S. Hunter w/attach
R. N. Bothman w/attach
Craig Markham w/attach
L. E. George w/attach
Bill Kappus-FHWA w/attach

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO

FOR

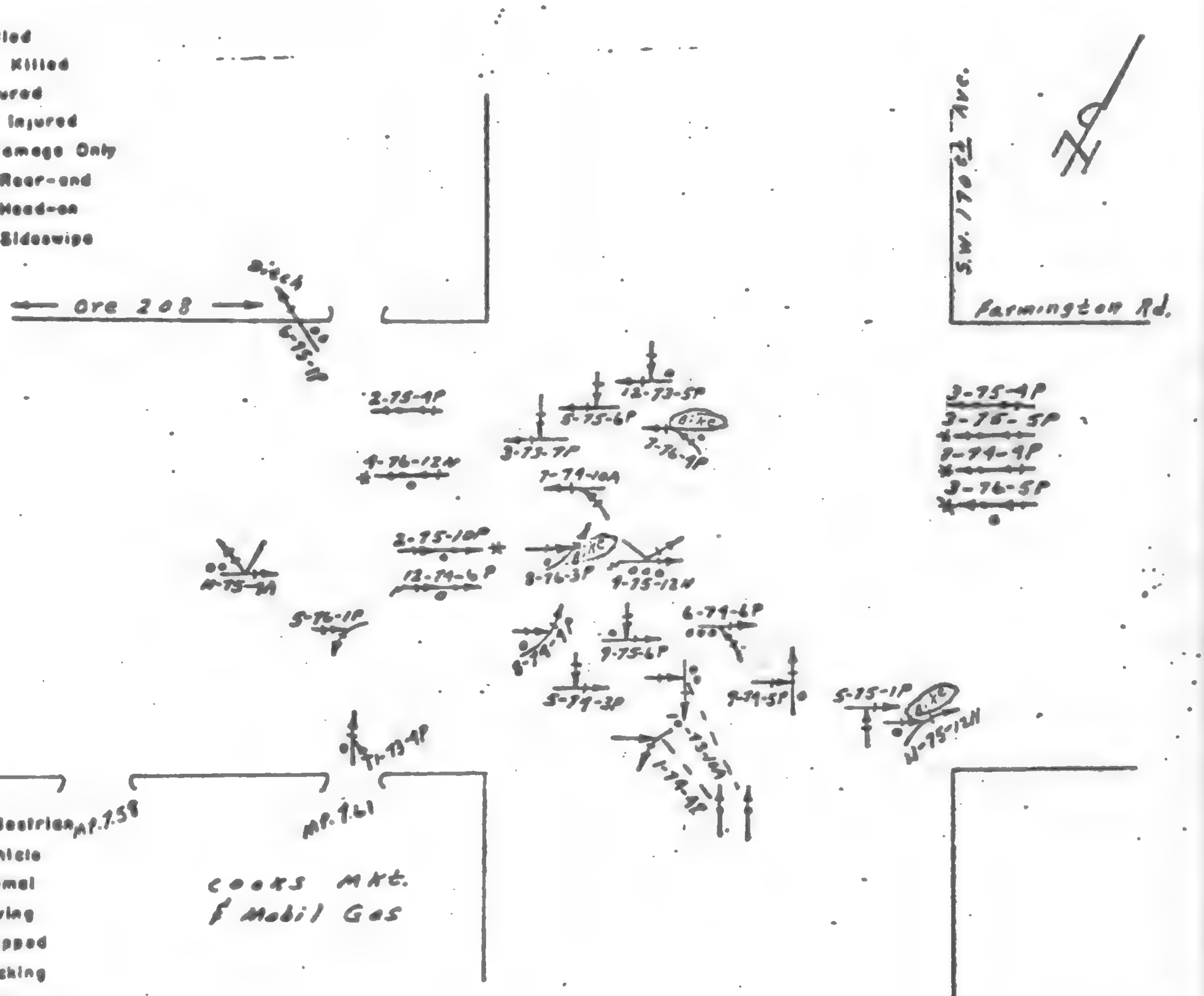
Info	Inves	R/D	D/R	Sgn	Act	File

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

Vic City of Beaverton County Washington
Intersection of Farmington Hwy and S.W. 170th Ave
Highway Number 142 (Ore 208) MP. 7.62 (7.60)
Period Covered 1-1-73 9-30-76
Compiled by Drawn by Date 1-5-77

LEGEND

- ● Person Killed
- Pedestrian Killed
- ○ Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe


Ore 208
Ditch
6-75-1A
S.W. 170th Ave.
Farmington Rd.
2-75-4P
12-73-5P
5-75-6P
3-73-7P
Bike
7-76-4P
4-76-12N
7-74-10A
3-75-4P
3-76-5P
9-74-9P
3-76-5P
4-75-7A
2-75-10P
12-74-6P
Bike
8-76-3P
9-75-12N
5-76-1P
8-74-4P
9-75-6P
6-74-6P
5-74-3P
9-74-5P
5-75-1P
Bike
4-75-12N
7-73-4P
7-73-4P
1-74-4P
MP. 7.58
MP. 7.61
Cooks Mkt.
& Mobil Gas

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded
- ✱ Stopped Prior L/T

Day- 24
Nite- 4
Total- 28

Collision Type	1973				1974				1975				9-Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	1	3		1	1	2		1	2	3						4	4	8
Head-on																				
Rear-end						1	1	2		1	3	4		2		2		4	4	8
Sideswipe										2		2						2		2
Turning Movement		1		1		2	2	4		1		1		2	1	3		6	3	9
Parking																				
Non-collision																				
Fixed Object										1		1						1		1
Pedestrian																				
Backing																				
Misc																				
TOTAL		3	1	4		4	4	8		6	5	11		4	1	5		17	11	28

Form E-261-6-70

1978 Columbia River Br. (S. 8862
Channel Br.) Sec., E. Portland
Fwy. N. Parkrose. (Structure) #2

C•A 6823 1-8-78

rll

STATE COPY

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 9	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/4/85	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(65)314
COMPLETION DATE (Actual) 9/30/82	ACCEPTANCE DATE BY CONRTACT AGENCY 11/13/84	TIME ELAPSED 100 %	CONTRACT TIME SCD 9/30/82

LOCATION
I-205 Crossing of Columbia River East of Portland International Airport

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE
(SOUTH CHANNEL)
East Portland Freeway

The final inspection report dated 10/1/82 reflects satisfactory completion of this project. The final cost, including Engineering and contingencies, was $37,804,129 representing a 6 percent underrun.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 7 '85
REFER TO
Fredrickson
FOR

cy
3/8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson Original signed by C. T. CHRISTIANSON		SIGNATURE G. K. Hossner Original Signed By G K HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/6/85	TITLE Field Operations Engineer	DATE 3/6/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

November 19, 1984

The American Insurance Co.
and Fireman's Fund Insurance Co.
PO Box 3823
Portland, OR 97208

CON 5
#8862

Gentlemen or Ladies:

Contract No. 8862 awarded to Willamette-Western Corporation for the Columbia River Bridge (South Channel Bridge) Section of the East Portland Freeway in Multnomah County was completed on December 5, 1983, and accepted by the State Highway Division on November 15, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed but not before November 26, 1984.

You have been previously notified of a claim filed against the performance bond on this contract which has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Willamette-Western Corporation
PO Box 3320
Portland, OR 97208

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge (South Channel Bridge)

WEEK ENDING: November 2, 1984

SECTION PREFIX: 626-1025

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: Columbia River Bridge (South Channel Bridge)

KIND OF WORK: Structure

CONTRACTOR: Willamette-Western Corporation

CONTRACT NUMBER: 8862

FEDERAL AID PROJECT NUMBER: I-205-7(65)314

DATE OF CONTRACT: December 22, 1978

DATE WORK STARTED: January 24, 1979

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 1,377

WORK DAYS USED: 1,377

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1982

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $40,163,062.50

EXCLUSIVE OF ENGINEERING: $37,307,022.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,491,618.94

ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.2 %

ENGINEERING AUTHORIZATION: 2,856,040.00

ENGINEERING COST TO DATE: 1,498,044.21

PERCENT OF AUTHORIZATION: 52 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

DATE PROJECT WAS COMPLETED: September 30, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	N/A	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Piers 1 & 18	Piers 16 & 17	Piers 2 - 15	Super-Structure				
PERCENT	100	100	100	100				

Oct.-Nov.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Rain	1,377		
MONDAY 29	Cloudy	1,377		
TUESDAY 30	Showers	1,377		
WEDNESDAY 31	Cloudy	1,377		
THURSDAY 1	Rain	1,377		
FRIDAY 2	Rain	1,377		
SATURDAY 27	Showers	1,377		

RECEIVED
NOV 6 1984
CONSTRUCTION SECTION

CE F ...... LS ...... TC ......
SA ...... CC ......
FE ......
CAM ...... MA ......
CP ...... OCS ......
EEO ...... FILE ......

Contract No.: 8862 DATE: November 2, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

28 SUNDAY	No activity October 27, 1984 through November 2, 1984.
29 MONDAY	
30 TUESDAY	
31 WEDNESDAY	
1 THURSDAY	
2 FRIDAY	
27 SATURDAY	

REMARKS

STATUS TO DATE: The Third Notification has been submitted.

A P.A. settling claim has been submitted.

This will be the FINAL WEEKLY REPORT for this project.

SIGNED LOCATION Beaverton

Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(65)314
Columbia River South Channel Bridge
Contract No. 8862, Riedel International Inc.
Wage Rate Violation and Liquidated Damages

Date: November 2, 1983

Reply to Attn. of: HFO-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By June 14, 1983 memorandum Mr. Widmer provided information concerning Contract Work Hours and Safety Standards Act (CWHSSA) violations in the employment of guards on subject project. His investigation revealed that the underpayment of wages was a nonwillful act, that the additional wages were promptly paid and recommended that the $8,040 liquidated damages assessed by the Department of Labor be waived.

Attached is U. S. Department of Labor Assistant Administrator James L. Valin's October 14, 1983 memorandum in which he concurs in Mr. Widmer's recommendation to waive the $8,040 in liquidated damages.

I apologize for the delay in getting concurrence in subject request but the "Wheels of Justice" turn ever so slowly.

for Dale E. Wilken

Attachment
memo, Valin to O'Reilly, 10/14/83

cc:
OSHD (J Widmer)w/cy memo

RECEIVED
STATE HWY ENGR
NOV 3 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WES

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
Washington, D.C. 20210

OCT 14 1983

Mr. Hugh T. O'Reilly
Assistant Chief Division
General Law Counsel
Federal Highway Administration
U.S. Department of Transportation
Washington, D. C. 20591

Dear Mr. O'Reilly:

Re: Riedel International, Inc. - General Contractor
a/k/a Willamette - Western Corporation
Portland, Oregon
Contract No: 8862
Columbia River Bridge Construction
East Portland Freeway
Multnomah County, Oregon
Our File No: X-OR-83-002

This is in reference to your letter concerning Contract Work Hours and Safety Standards Act violations committed by Riedel International, Inc. during its performance on the above captioned contract.

We have reviewed the file and in view of the circumstances, we concur in your recommendation to waive the liquidated damages. Accordingly, we are closing our file.

Sincerely,

James L. Val

James L. Valin
Assistant Administrator

8862

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Room 412 Mohawk Building
708 S.W. Third Avenue
Portland, Oregon 97204

Subject: Oregon Project I-205-7(65)314
Columbia River Bridge (S. Channel)
Contract 8862, Riedel International, Inc.

Date: June 23, 1983

From: Regional Administrator
Region 10

Reply to Attn of: HCM-010

To: Mr. Donald L. Ivers
Chief Counsel
Office of the Chief Counsel
Washington, D. C.

NOTED
H. S. COULTER

COPY SENT MR COULTER EA DIV ADM

Attached is a copy of Division Administrator's Wilken's June 21, 1983 memorandum concerning violations of the Contract Work Hours and Safety Standards Act on the subject project. Also attached is correspondence from the Oregon State Highway Division discussing the nature of the underpayment of wages, and recommending that due to the nonwillful act and the prompt payment to the affected employees that the liquidated damages assessed by DOL be waived.

The State's and Division Office determination that the violation was unwillful is supported by the fact that the foreman scheduling the work hours accumulated 59% of the violation of underpayment of wages and 46% of the damage assessment. This is supported by the attachments to the letter to Mr. O'Reilly of your office from the DOL. It hardly seems probable that he would deliberately shortchange himself by $3630.00.

Since the damages exceed the $500 maximum threshold for Regional Administrator's authority to waive them I am forwarding the recommendations of the Oregon State Highway Division and the Division Office together with this memorandum recommending the violations be considered a nonwillful act as provided in the Standards of Care contained in Section 501-5.11 of the Fourth Edition of the FHWA Labor Compliance Manual, and the liquidated damages be waived.

Please proceed with appropriate action and notify us of the final decision from the Department of Labor at your earliest convenience.

M. Eldon Green
By: Claude W. Manaton
Claude W. Manaton, Director
Office of Construction and Maintenance

Attachments

cc: Oregon Division

RECEIVED
STATE HWY ENGR
JUN 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc Sollis
Schwartz
Kessey
6/28

RECEIVED
JUN 2[illegible] 1983
OREGON DIVISION

6664

J

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

DATE: June 14, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

J. L. Wid

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

NOTED
H.S. COULTER

SUBJECT: Columbia River Bridge (S. Channel)
FAP No. I-205-7(65)314
Contract No. 8862
Wage Rate Violation and Liquidated Damages

The U.S. Department of Labor, in a recent investigation on the above project, found a Contract Work Hours and Safety Standards Act (CWHSSA) violation in the employment of guards. Unpaid overtime wages in the amount of $6,096.00 was assessed and promptly paid by the contractor. An additional sum of $12,459.00 was assessed by the State based on Oregon law which requires that in addition to 8 hours a day, 40 hours a week, all hours on Saturday and Sunday and the listed holidays must be paid at the time and one-half rate. The contractor has been notified of this additional amount and prompt payment is expected.

In addition to the CWHSSA assessment, the Department of Labor has computed liquidated damages due in the amount of $8,040.00.

My review of this violation has revealed that the underpayment of wages was a nonwillful act. Neither the State project people or the contractor personnel were aware that this work was covered by CWHSSA. The Project Manager for the contractor thought the guards were independent contractors and was not aware that they were employees of Willamette Western. The guards did the job that had to be done, scheduling their own hours of employment. Numerous overtime hours were scheduled daily.

In view of the contractor's nonwillful act in underpayment of wages and the prompt payment to the affected employees, I recommend that the liquidated damages as assessed by the Department of Labor be waived.

JLW:mk

bc: H. S. Coulter
Jack Sollis

RECEIVED
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JUN 14 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 13 '83
REFER TO
FOR

Info	Issued	RptD	D/R	Sign	Act	File

NOTED
H.S. COULTER

June 13, 1983

Willamette-Western Corp.
Foot of N. Portsmouth
Portland, OR 97203

Attn: Brett Hamilton
Controller

Re: Columbia River Br. (S. Channel)
FAP No. I-205-7(65)314
Contract No. 8862
Wage Rate Violation

A recent investigation by the U. S. Department of Labor on the above listed project disclosed a Contract Work Hours and Safety Standards Act (CWHSSA) violation involving seven employees in the amount of $6,096.00. As indicated in their letter of April 19, 1983, full restitution has been made in this amount.

In our contract documents, Section 107.03 in the Standard Specifications state that, pursuant to ORS 279.316, the contractor is advised that he shall comply fully with ORS 279.334 which states in effect that time and one-half pay shall be paid to any employee employed in excess of eight hours a day or forty hours in any one week, and for work performed on Saturday, Sunday and other listed holidays.

I have computed the overtime hours based on Oregon law and subtracted the amounts already paid as assessed by the Department of Labor. These additional amounts are as follows:

John Gault	$ 393.00
Brian J. Helmer	$1,461.00
Richard Patton	$2,092.50
Brian Vogel	$1,602.00
Peter W. Vogel	$1,467.00
Wayne P. Vogel	$3,748.50
Royal Williams	$1,695.00

Form 734-3122

Upon evidence that checks have been issued to these employees in the amounts listed above, retainage will be reduced accordingly.

As a result of the Department of Labor's investigation, an amount of $8,040.00 was computed as liquidated damages for violation of the CWHSSA. It is unknown at this time whether liquidated damages will be assessed. I will notify you promptly when this decision has been made.

Attached are copies of the wage transcription and computation sheets showing the overtime hours and dollars assessed for each employee.

J. L. Wid

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

Attach.

bc: Dale E. Wilken, FHWA
H. S. Coulter
Jack Sollis
E. L. Hardt
Howard Harris

7862

8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(65)314
Columbia River South Channel Bridge
Labor Compliance Investigation
Reidel International, Inc.

Date: May 25, 1983

Reply to Attn. of: HDA-OR/420.25

NOTED
H. S. COULTER

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have received the attached April 19 letter and report from the U. S. Department of Labor through our Washington Office, concerning an investigation performed by that agency of the Reidel International, Inc. contract on the South Channel Bridge.

The Department of Labor has determined that violations of the Contract Work Hours and Safety Standards Act (CWHSSA) in the amount of $6,096 in unpaid overtime wages occurred and has also computed liquidated damages due in the amount of $8,040. According to the report, the contractor has promptly paid the wages due the several employees.

While our labor compliance procedures do not specifically address a situation where the Department of Labor conducts the investigation, we have concluded that it is appropriate to complete the actions regarding this investigation in accordance with our procedures. We are consequently transmitting this information to you for your recommendations as contracting officer on the assessment of liquidated damages (Sec. 501-5.6, Labor Compliance Manual). In addition, it appears the contractor has not yet been notified of the amount of the liquidated damages computed (Sec. 501-5.5).

Please advise us of your recommendations when you have completed your review of this matter.

Dale E. Wilken
Dale E. Wilken

Attachment
Ltr, 4-19-83, USDOL to USDOT
(includes report w/wage & damage computations)

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO
Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Swartz

NOTED
W. E. SCHWARTZ

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174
(206) 442-1914

Reply to the Attention of

April 19, 1983

Mr. Hugh T. O'Reilly
Assistant Chief Division
General Law Counsel
Federal Highway Administration
U.S. Department of Transportation
Washington, D.C. 20591

Dear Mr. O'Reilly

Re: Riedel International, Inc. - General Contractor
a/k/a Willamette - Western Corporation
Portland, Oregon
Contract No: 8862
Columbia River Bridge Construction
East Portland Freeway
Multnomah County, Oregon

Our File No. X-OR-83-002

We have recently completed a concurrent Fair Labor Standards Act, Davis-Bacon Related Act and Contract Work Hours and Safety Standards Act investigation of this firm's performance on the above contract.

Our investigation disclosed CWHSSA violations in the amount of $6,096 due seven employees. The violations were the result of the firm's failure to pay security guards overtime for hours worked in excess of eight hours per day or 40 hours per week. For your further information, although security guards are not considered "laborers" or "mechanics" for the DBRA prevailing wage purposes, they are expressly covered by the CWHSSA. Liquidated damages were computed in the amount of $8,040.00 for the overtime violations.

The firm has made full restitution and agreed to future compliance. We are enclosing a copy of our report, and back wage and liquidated damage computations for your consideration. We would appreciate being advised of your decision on the assessment of liquidated damages.

Mr. Glen Hossner, Field Operations Engineer with the FHA in Portland, has been advised of our investigation and its results.

Sincerely,

W.J. Olson
Assistant Regional Administrator

Attachments

NARRATIVE REPORT

Riedel International, Inc.
aka Willamette-Western Corporation
4555 N. Channel Avenue
P. O. Box 3320
Portland, OR 97208

COVERAGE

Fair Labor Standards Act (FLSA)
Subject firm is engaged in heavy construction, dredging, ready mix concrete, tug and barge operations and environmental services. The annual dollar volume of sales is in the millions of dollars. The firm is covered on an enterprise basis under Section 3(s)(4) of the FLSA. Employees regularly handle goods which have moved in commerce.

Davis-Bacon and Related Acts/Contract Work Hours and Safety Standards Act. (DBRA/CWHSSA).
Subject firm was engaged to construct the Columbia River (I-205) Bridge. This investigation is limited to the South Channel contract as the complainants worked only on that section of the bridge, and as there is no indication of violations on other contracts. The contract information is as follows:

Contracting agency: Oregon Department of Transportation
State Highway Division
5821 NE Glisan
Portland, OR 97213

Contracting Officer: Howard Harris,
Contract Resident Engineer
Phone: (503) 238-8313

Contract number: 8862

Date of Award: December 22, 1978

Amount of Award: $40,163,062.50

Funding Federal Agency: Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301
Glenn Hossner,
Field Operations Engineer
Phone: (503) 378-3835

Howard Harris stated that 92% of the bridge construction was Federally funded. He verified that DBRA/CWHSSA are specified in the contract. Both Harris and Hossner have been notified of the investigative findings.

EXEMPTIONS, VARIANCES and TOLERANCES

None applicable under any acts.

(Page 2 Heading)

Riedel International, Inc.
aka Willamette-Western Corporation
4555 N. Channel Avenue
Portland, OR 97208

VIOLATIONS

Fair Labor Standards Act (FLSA)

Subject firm is engaged in heavy construction, dredging, ready mix concrete, tug and barge operations and environmental services. The annual dollar volume of sales is in the millions of dollars. The firm is covered on an enterprise basis under Section 3(s)(4) of the FLSA. Employees regularly handle goods which have moved in commerce.

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None applicable under any acts.

(Page 2 Heading)

Riedel International, Inc.
aka Willamette-Western Corporation
4555 N. Channel Avenue
Portland, OR 97208

VIOLATIONS

FLSA

A records examination revealed no apparent violations under this act.

DBRA

As watchpersons and guards are not laborers or mechanics as defined in this Act, they are not covered by it. A records examination revealed that other employees working on the contract were paid properly.

CWHSSA

A records examination [redacted] avealed that violations are limited to the security personnel guarding the South Channel portion of the I-205 Bridge construction only. These seven employees were paid their regular straight-time rate of $6.00 per hour for all hours worked, including those hours over 8 per day and/or over 40 per workweek (see Exhibits B-1 and B-2). A total of $6,096.00 was found due in CWHSSA back wages (see WH-56 and Exhibits A-1 through A-7). Transcriptions of hours worked were made by the firm and were spot-checked by this Compliance Officer.

CWHSSA LIQUIDATED DAMAGES

A total of $8,040.00 in liquidated damages have been computed (see Exhibits LD-AAA immediately following Exhibits A).

DISPOSITION

A final conference was held at the establishment on 1-13-83 with Bret Lewis, Vice President and Controller. All applicable provisions of the FLSA, DBRA and CWHSSA were discussed. Mr. Lewis stated that the Project Managers on the bridge (the last one being Jim Hudson) apparently regarded these security employees as independent contractors as they had not been Riedel employees before being hired to guard the bridge. Lewis says the Project Managers did not know that these employees were covered by CWHSSA, and were not inclined to pay much attention to it as they were preoccupied with the bridge construction itself. He was unable to explain why they were also not paid FLSA overtime compensation. He said that the overtime violations were created because of Wayne Vogel, Security Department foreman, who did all the scheduling of hours for the security guards working on the bridge (see Exhibit B-2).

Mr. Lewis assured full future compliance with all acts. As I had notified him of back wage amounts I had computed on 1-10-83, Mr. Lewis provided me with photocopies of back wage checks and a letter which had been mailed to all seven employees due back wages on 1-11-83. Mr. Lewis stated that a WH-58 was mailed to each employee with the check and letter. Mr. Lewis was given the WH-56 listing CWHSSA back wages.

Publications were proveded as follows: FLSA, Handy Reference Guide, Recordkeeping, Overtime (Reg. 778), Hours Worked, Child Labor, Reg. 541, Joint Employment (WH-1057), Employment Relationship (WH-1297), Construction Industry (WH-1310), DBRA Parts 3, 5 and 7, and a DBRA poster.

Riedel International, Inc.
aka Willamette-Western Corporation
4555 N. Channel Avenue
P. O. Box 3320
Portland, OR 97208

(Page 3 Heading)

RECOMMENDATIONS

Sheran R. Jones

Sheran R. Jones,
Compliance Officer
1-21-83

Ed Woodriffe
Ph 206-

worked were made by
Compliance Officer.

CWHSSA LIQUIDATED DAMAGES

A total of $8,040.00 in liquidated damages have been computed (see Exhibits LD-AAA immediately following Exhibits A).

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Riedel International, Inc.
aka Willamette-Western Corporation
4555 N. Channel Avenue
P. O. Box 3320
Portland, OR 97208

(Page 3 Heading)

RECOMMENDATIONS

Sheran R. Jones

Sheran R. Jones,
Compliance Officer
1-21-83

Ed Woodriffe
Ph 206-

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
1220 SW Third Ave., Room 540
Portland, OR 97204

Sheran R. Jones 1-10-83
COMPLIANCE OFFICER DATE

SUMMARY OF UNPAID WAGES

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ______

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates		4. ACTS (See code below)*	5. GROSS AMOUNTS DUE
John Gault ✓	4830 NE Buffalo Portland, OR 97218	4-19-81	6-28-81	5 Pd	16.50
Brian J. Helmer	6076 Longford Drive Huber Heights, Ohio45424	8-2-81	8-22-82	5 Pd	798.00
Richard Patton	1645 SE 88th Portland, OR 97216	1-4-81	8-22-82	② 5 Pd	895.50
Brian Vogel	624 NE 125th Portland, OR 97230	7-5-81	5-2-82	5 Pd	52.50
Peter W. Vogel	14967 SE Royer Clackamas, OR 97015	9-27-81	7-11-82	① 5 Pd	120.00
Wayne P. Vogel	624 NE 125th Portland, OR 97230	1-4-81	8-22-82	5 Pd	3,630.00
Royal Williams	7939 N. Fowler Portland, OR 97217	1-4-81	1-10-82	5 Pd	583.50

① 59 in file - payment verified.
② Copy of cancelled check in file.

TOTAL $6,096.00

Name and address of establishment

Riedel International, Inc.
AKA Willamette-Western Corp.
4555 N. Channel Avenue
Portland, OR 97208

*Column 4-Code

FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
ADEA	6
CCPA	7

See Reverse Side for Instructions

Form WH-56
(Rev. June 1976)

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12.21.82

Employee Kault, John Social Security No. 543-16-8070

Address 4830 NE Buffalo Ptld, OR 97218 (ZIP CODE)

284-8137

Occupation Guard.

YEAR AND WORKWEEK ENDING	M	T	W	T	F	S	S	TOTAL	RATE OF PAY		CWHSSA OT HRS.			AMOUNT DUE EMPLOYEE
7.19.81							8	8	6.00					
7.12.81							8	8	✓					
6.22.81							9	9	✓		1			
6.21.81							9	9	✓		1			
6.14.81							9	9	✓		1			
6.7.81							7	7	✓					
5.31.81							8	8	✓					
5.24.81							9	9	✓		1			
5.17.81							9	9	✓		1			
5.10.81							7½	7½	✓					
5.3.81							7½	7½	✓					
4.26.81							7½	7½	✓					
4.19.81					8½		7½	16	✓		½			
4.12.81							7½	7½	✓					
4.5.81							7½	7½	✓					
3.29.81							7½	7½	✓					
3.22.81							7½	7½	✓					
1.4.81	8							8	✓					

CWHSSA OT : 5½ hours X 6.00 X .5 = 16.50

$ 16.50

Form WH-55 (Rev. 6/80)

A-1

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International, Inc Date 12.23.82

Employee HELMER, BRIAN J. Social Security No. 543-68-6141

Address 6076 Longford Dr., Huber Heights, Ohio 45424 (ZIP CODE)

Occupation Guard

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT hours			Amount Due Employee
	M	T	W	T	F	S	S	Total						
8/22/82	9½	10		10				29½	6.00		5½			
8/15/82	7½	8		10	12	10	8	55½	✓		15½			
8/8/82	8½	8		10	10	6	7	49½	✓		9½			
8/1/82	7½	7½		10	12	8	8	53	✓		13			
7/25/82	7½	7½		10	12	8	9	54			14			
7/18/82	7½	7½		9	11	8	7	50	✓		10			
7/11/82	11	7½		9	11	9	10	57½	✓		17½			
7/4/82	7½	7½		9	11	8	6	49	✓		9			
6/27/82	7½	7½		9	11	9	8	52	✓		12			
6/20/82	7½	7½		7	12	10	11	57	✓		17			
6/13/82	7½	7½		10	11	10	10	56	✓		16			
6/6/82	10	7½		9	11	8	9	54½	✓		14½			
5/30/82	7½	7½		10	11	8	10	54	✓		14			
5/23/82	7½	7½		9	11	6	6	47	✓		7			
5/16/82	7½	7½		9½	11	11½	8	55	✓		15			
5/9/82	8½	8½			7	8	8	40	✓		1			
5/2/82	8½	8½			8	8	8	41	✓		1			
4/25/82	8½	8½		7	8	8	8	48	✓		8			
4/18/82	9	9			8	8	8	42	✓		2			
4/11/82	8	8		7½	8	8	8	47½	✓		7½			
4/4/82	8	8	5	5	8	8	8	50	✓		10			
3/28/82			5	5	8	8	8	34	✓					
3/21/82					8			8	✓					
3/14/82					10			10	✓		2			
3/7/82					8			8	✓					
2/28/82							8	8	✓					
2/21/82					8			8	✓					$798.00
2/14/82					8			8	✓					~~$[illegible]~~

Form WH-55 (Rev. 6/80)

A-2(a)

Compliance Officer Jones

B Helmer

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		[illegible]			Amount Due Employee
[illegible]					8			8	6.00					
[illegible]					7			7	✓					
[illegible]					8		8	16	✓					
1/17/82					8		8	16	✓					
1/10/82					8		16	24	✓		8			
1/[illegible]/82	[illegible]			8	8		8	16	✓					

CWHSSA OT = [illegible] 266 hours X 6.00 X .5 = 798.00 [illegible]

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

C 9

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12-27-82

Employee Helmer, Brian Social Security No. 543-68-6141

Address 6076 Longford Dr. Huber Heights, Ohio 45424 (ZIP CODE)

Occupation Guard

YEAR AND WORKWEEK ENDING	M	T	W	T	F	S	S	TOTAL	RATE OF PAY		CWHSSA OT Hours			AMOUNT DUE EMPLOYEE
	HOURS WORKED													
12·27·81					8	8	8	24	6.00		0			
12·20·81	1				9	8	8	25	✓					
12·13·81	1				8	8	6	23	✓					
12·6·81					8	8	8	24	✓					
[illegible]					[illegible]	7	7	22	✓		4			
11·22·81					9	8	9	26	✓		2			
11·15·81					9	8	9	26	✓		2			
11·8·81					9	7	9	26	✓		2			
11·1·81					9	8	9	26	✓		2			
10·25·81					9	8	9	26	✓		2			
10·18·81					9	8	9	26	✓		2			
10·11·81					9	8	9	26	✓		2			
10·4·81					9	8	9	26	✓		2			
9·27·81					9	6	9	24	✓		2			
9·20·81					9		9	18	✓		2			
9·13·81	9		8		8	9	8	42	✓		2			
9·6·81			8		8	6	8	30	✓					
8·30·81			8		9	6	9	32	✓		2			
8·23·81					9		9	18	✓		2			
8·16·81						9	8	17	✓		1			
8·9·81						12	9	21	✓		5			
8·2·81						8	9	17	✓		1			
7·26·81							8	8	✓					

See ~~Ex~~ A-2(h)

Form WH-56 (Rev. 6/80)

A-2(h)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Inc Date 12.23.82

Employee Patton, Richard Social Security No. 339-20-2309

Address 1645 SE 88th Ptld, OR 97216 (ZIP CODE)

Occupation Guard. 255-3294

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT [illegible]			Amount Due Employee
	M	T	W	T	F	S	S	Total						
8-22-82	6	9	9	10				34	6.00		4			
8.15.82	7½	6	7½	11½		7½	4	43	✓		3½			
8.8.82	6	7½	10			10	4	37½	✓		4			
8.1.82	6	7½	7½	10		10	4	45	✓		5			
7.25.82	7½	6	7½	10		10	4	45	✓		5			
7.18.82	7½	6	7½	10		11	4	46	✓		6			
7.11.82	6	8	7½	9		10	5	45½	✓		5½			
7.4.82	7½	6	7½	9		8	4½	42½	✓		2½			
6.27.82	6	7½	7½	9		11	4	45	✓		5			
6.20.82	6	7½	7½	9		10½	4	44½	✓		4½			
6.13.82.	7½	6	7½	9		10	4	44	✓		4			
6.7.82	8	10	7½	9		11	4	49½	✓		9½			
5.30.82	6	7½	7½	9		11	4	45	✓		5			
5.23.82	7½	6	7½	9		10	5	45	✓		5			
5-16.82	6	7½	7½	9		10	4	44	✓		4			
5.9-82.	8	8	7	7	7	9		46	✓		6			
5-2.82	7	8	8	7			7	37	✓					
4.25.82.	7	8	8	7		8		38	✓					
4.18.82	7½	8	8	7½	7½	8		46½	✓		6½			
4.11.82	8	7½	8	7½		8		39	✓					
4.4.82	8	8	8	7½	7½	8		47	✓		7			
3-28.82	8	8	7½	7½		8		39	✓					
3.21.82	8	8	8	7½		8	8	47½	✓		7½			
3.14.82	8	8	8	7½		8		39½	✓					
3-7.82	7	7½	7½	8		8		38	✓					
2.28.82	7½	7	7½	7		8		37	✓					
2.21.82	7	7½	7½	7		8		37	✓					
2.14.82	7	7½	7½	7		8		37	✓					$895.50

Form WH-55 (Rev. 6/80)

Compliance Officer Jones

A-3(a)

YEAR AND WORKWEEK ENDING	HOURS WORKED M	T	W	T	F	S	S	TOTAL	RATE OF PAY		CWHSSA OT hours			AMOUNT DUE EMPLOYEE
2·7·82	8	7½	7½	7	8	8		46	6 00		6			
1·31·82	7½	7	7½	8		8		38	✓					
1·24·82	8½	7½	8½		8			32½	✓		½			
1·17·82	7½	8½	8½			8		32½	✓		1			
1·10·82	8	8	8	7½		8		39½	✓					
1·3·82	8	8	8			8		32	✓					

<8> for 12·25·81 on wk end 1·4·82

CWHSSA OT = 298½ hours X6.00 X.5 = 895.50

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

OMB Approval No. 44-R1400

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12.27.82

Employee Patton, Richard Social Security No. 339-20-2309

Address 1645 SE 88th Ptld, OR 97216 (ZIP CODE)

Occupation Guard 255-3296

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT [illegible]			Amount Due Employee
12.27.81	8	8	8	8	8			40	6.00					
12.20.81	8½	7	8½	8		8	8	48	✓		8			
12.13.81	7	8½	8½	8		8		40	✓		1			
12.6.81	7½	8½	8½	8		8		40½	✓		1			
11.29.81	8	8	8	8		8		40	✓					
11.22.81	8½	7½	8½	7½	8	8	[illegible]	48	✓		8			
11.15.81	7½	8½	8½	8			8	40½	✓		1			
11.8.81	8	8	8½	8		8		40½	✓		½			
11.1.81	8	8	8½		8		8	40½	✓		½			
10.25.81	8	8	8½	8		8		40½	✓		½			
10.18.81	8	8	8½	8		8		40½	✓		½			
10.11.81	7	8½	8½	8		8		40½	✓		1			
10.4.81	7	8½	8½	8		8		40	✓		1			
9.27.81	8	7½	8½	8		8		40	✓		½			
9.20.81	7	8½	8½	8		8		40	✓		1			
9.13.81	7	8	8½	8		8	1	40½	✓		½			
9.6.81	7	8½	8½	8		8		40	✓		1			
8.30.81	8½	7	8½	8		8		40	✓		1			
8.23.81	8½	7	8½	8		8		40	✓		1			
8.16.81	7	8½	8½	8		8		40	✓		1			
8.9.81	7	8½	8½	8		8		40	✓		1			
8.2.81	6½	8½	8½	9		8		40½	✓		2			
7.26.81	7	9½	9½				15	41	✓		10			
7.19.81	9	7½	9½			11	4	41	✓		5½			
7.12.81	9	7	9½			11	3	41	✓		5½			
7.5.81	7	8½	8½		7	12	6	49	✓		9			
6.28.81	7	9	9½			11½	3	40	✓		6			
6.21.81	9	7½	10			11½	4	42	✓		6½			

(see Ex A-3(a))

Form WH-56 (Rev. 6/80)

A-3(b)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT hours			Amount Due Employee
6-14 81	7	9½	10			11½	3	41	6.00		7			
6 7 81	9	7½	10			11½	3	41	✓		6½			
5·31·81	9	8	10			11½	3	41½	✓		6½			
5·24·81	7	9½	10			11	2½	40	✓		6½			
5-17·81	8½	8½	9½			11	2½	40	✓		5½			
5-10·81	8½	8½	9½			11	2½	40	✓		5½			
5-3·81	8½	8½	9½			11	2½	40	✓		5½			
4-26·81	8½	8½	9½			11	2½	40	✓		5½			
4-19·81	8½	8½	9½			11	2½	40	✓		5½			
4·12·81	8½	8½	9½			11	2½	40	✓		5½			
4 5·81	8½	8½	9½			11	2½	40	✓		5½			
3 29 81	8½	8½	9½			11	2½	40	✓		5½			
3·22·81	7½	9½	9½			11	2½	40	✓		6			
3·15·81	7½	9½	9½			11	1½	39	✓		6			
3·8·81	8	8½	8½	8½		9½	1	44	✓		4			
3·1·81	8	8½	8½	8½		9½		43	✓		3			
2·22·81	8	8½	8½	8½		9½		43	✓		3			
2·15·81	8½	8	8½	8½		9½		43	✓		3			
2·8·81	8	8½	8½	8½		9½		43	✓		3			
2·1·81	8	8½	8½	8½		9½		43	✓		3			
1 25·81	8	8½	8½	8½		9½		43	✓		3			
1·18·81	8½	8½	8½	8½	8½			42½	✓		2½			
1·11 81	8	8	8½	8½			2	35	✓		1			
1 4·81	16	9	6					31	✓		9			

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R1400

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Inc Date 12-23-82

Employee Vogel, Brian Social Security No. 543-90-2240

Address 624 NE 125th Pdld, OR 97236 (ZIP CODE)

255-2833

Occupation Guard

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT hours			Amount Due Employee
	M	T	W	T	F	S	S	Total						
7/11/82	8							8	6.00					
7/4/82						8	8	16	✓					
5/2/82						7	10	17	✓		2			
4/25/82						9	9	18	✓		2			
4/18/82						10	9	19	✓		3			
4/11/82	1	1	2					4	✓					
4/4/82	1	1	1	2	1	7	8	21	✓					
3/28/82	1	1	1	1	1	8	8	21	✓					
3/21/82	1	1	1	1	1	7	8	20	✓					
3/16/82	1	1	1½	1	1	8	9	22½	✓		1			
3/7/82	1	1	1	1	1	6	8	19	✓					
2/28/82	1	1	2	1	1	9	8	23	✓		1			
2/21/82	1	1	1	1	1	8	8	21	✓					
2/14/82	1	1	1½	1½	1	8	8	22	✓					
2/7/82	1	1	1	4	3	8	8	26	✓					
1/31/82	1	1	1	1	1	8	8	21	✓					
1/[illegible]/82	[illegible]	1	1	1	9		9	22	✓		2			
1/17/82	1	1	1	1	1	8	8	21	✓					
1/10/82	1	2	1	1	1	8	2	16	✓					
1/3/82	1	1	1	1	8	8	8	28	✓					

CWHSSA OT = ~~35~~ 17½ hours x 6.00 x .5 = 52.50 ~~105.00~~

$52.50 ~~$105.00~~

Form WH-55 (Rev. 6/80)

A-4(a)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12.27.82

Employee Vogel, Brian Social Security No. 543.90.2240

Address 624 NE 125th Ptld, OR 97230 (ZIP CODE)

Occupation Guard. 255-2833

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT hours			Amount Due Employee
12.27.81	1	1	8	8	8	1		27	6.00		0			
12.20.81							2	2	✓					
12-06-81			6½					6½	✓					
7.19.81						9	8	17	✓		1			
7.12.81						9	8	17	✓		1			
7.5.81					10	9	9½	28½	✓		4½			
6.28.81						8	8	16	✓					
6.14.81							8	8	✓					
6.7.81							8	8	✓					
5.31.81	8						8	16	✓					
5.24.81						8	8	16	✓					
5.17.81							8	8	✓					
5.10.81							8	8	✓					
5.3.81							8	8	✓					
4.26.81							8	8	✓					
4.19.81							8	8	✓					
4.12.81							8	8	✓					
4.5.81							8	8	✓					
3.29.81							8	8	✓					
3.22.81							8	8	✓					
3.15.81							8	8	✓					
3.8.81							8	8	✓					
3.1.81							8	8	✓					
2.22.81							8	8	✓					
2.15.81								(8)	✓					
2.8.81							8	8	✓					
2.1.81							8	8	✓					
1.25.81							8	8	✓					

(See Ex 4(a))

Form WH-55 (Rev. 6/80)

A- 4(b)

Compliance Officer Jones

B Vogel

Year and Workweek Ending	Hours Worked								Rate of Pay						Amount Due Employee
	m	T	w	T	F	S	S	Total							
1-18 81							8	8	6.00						
1-11 81							8	8	✓						
1-4.81				8		6	8	22	✓						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Inc Date 12·23·82

Employee Vogel, Peter W. Social Security No. 344·46·0994

Address 14967 SE Royer Clackamas, OR 97015 (ZIP CODE)

Occupation Guard 658-5143

Year and Workweek Ending	M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT hours			Amount Due Employee
7/11/82	10							10	6.00		2			
7/4/82					9	10	8	27	✓		3			
5/16/82	3							3	✓		~~0~~			
5/9/82	3			18	8½	9½	6	45	✓		12			
5/2/82	3		8½	8½	8½	9	5	42½	✓		2½			
4/25/82	2½		8½	8½	8	8	5	40½	✓		1			
4/18/82	3		8½	8½	9	8	5	42	✓		2			
4/11/82	2		7	8	8	9	13	47	✓		7			
4/4/82	3				7	8	5	23	✓					
3/28/82					8	8	5	21	✓					
3/21/82	2		7	7	8	7	7	38	✓					
3/16/8	2		7	7	7	7	5	35	✓					
3/7/82	2		7	7	7	7	7	37	✓					
2/28/82	2		7	7	7	7	5	35	✓					
2/21/82	2		7	7	7	8	5	36	✓					
2/14/82	2		7	7	7	8	5	36	✓					
2/7/82	3		7	8	8	8	5	39	✓					
1/31/82	2		6½	8	7	8	5	36½	✓					
1/24/82	2		7	7	14		5	35	✓		6			
1/17/82	2		6½	7	7	7	5	34½	✓					
1/10/82	1½		5	6½	7	7	10	32	✓		2			
1/3/82	[illegible]	3	7	7	7	7	5	38	✓					

CWHSSA OT = ~~55~~ 40 hours X 6.00 X .5 = ~~[illegible]~~ [illegible]

~~[illegible]~~

Form WH-55 (Rev. 6/80)

A-5(a)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

OMB Approval No. 44-R34010

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12-27-82

Employee Vogel Peter Social Security No. 544-46-0994

Address 14967 SE Royer Clackamas, OR 97015 (ZIP CODE)

658-5143

Occupation [illegible]

YEAR AND WORKWEEK ENDING	HOURS WORKED M	T	W	T	F	S	S	TOTAL	RATE OF PAY		CwHSSA OT hours			AMOUNT DUE EMPLOYEE
12.27.81			8	8	8	7		31	6.00		0			
12-20.81	2		7½	7½	7½	7	7	38½	✓					
12.13.81	2		7	7	7	7	5	35	✓					
12.6.81	2			8	8½	7½	5	31	✓		½			
11.29.81			9	8	7	7	5	36	✓		1			
11.22.81		7½	7½	1½	7½	8	5½	37½	✓		0			
11.15.81	2		7½	7½	7½	8	5	37½	✓					
11.8.81	2		7½	7½	7½	6	5	35½	✓					
11.1.81	2		7½	7½	7½	7½	5	37	✓					
10.25.81	3		7½	7½	8	5½	5	36½	✓					
10.18.81	2		7	7½	7½	7	5	36	✓					
10.11.81	2		7½	6½	7½	8	5	36½	✓					
10.4.81	2		7½	7½	7½	8½	5	38	✓		½			
9.27.81	2		6½	6½	8½		5	28½	✓		½			
9.20.81	2		6½	6½	7½	7½	5	35	✓					
7 13.81	2		6½	6½	6½	6	4½	32	✓					
9.6.81	2		6½	6½	6½	6	4	31½	✓					
8-30.81	2		6½	8½			4	19	✓					
8.23.81	2		6½	6½	7½	6½	4	33	✓					
8.16.81	3		7	7	7½	6	4½	34	✓					
8.9.81	3		6½	6½	7½		4	27½	✓					
8.2.81					6	6	3	15	✓					

(see EA-5(a)

Form WH-55 (Rev. 6/80)

A- 5(b)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Inc Date 12-23-82

Employee Vogel, Wayne P. Social Security No. 544-10-0213

Address 624 NE 125th Ptld, OR 97230 (ZIP CODE) 255-2833

Occupation Guard

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT hours			Amount Due Employee
8/22/82			12	12½				24½	6.00		8½			
8/15/82			11½	12	13	14	12	62½	✓		22½			
8/8/82	7½	12	13	12	14	13		71½	✓		31½			
8/1/82			13	13	12	14	13	65	✓		25			
7/25/82			12	12	12½	14	13	63½	✓		23½			
7/18/82			12	12	12	13	13	62	✓		22			
7/11/82	12		12	12	12	13	12	73			25			
7/4/82	2		12½	12	12	12	16	66½	✓		26½			
6/27/82			12	12	12	13	12	61	✓		21			
6/20/82			12	12	12	14½	12	62½	✓		22½			
6/13/82			12	12	12	14	13	63	✓		23			
6/6/82	12		12	12	12	14	12	74	✓		26			
5/30/82			12	12	12	13½	13	62½	✓		22½			
5/23/82			12	12	12	13	13	62	✓		22			
5/16/82			11½	11½	11½	14	13	61½	✓		21½			
5/9/82			9	9	9	12	12	51	✓		11			
5/2/82			9	10	10	12	12	53	✓		13			
4/25/82			9	9	11	12	12	53	✓		13			
4/18/82			9	10	10	12	12	53	✓		13			
4/11/82			9	9	11	12	12	53	✓		13			
4/4/82		4	10½	10½	9	12	12	58	✓		18			
3/28/82			10½	10½	9	12	12	54	✓		14			
3/21/82			9	9	9	12	12	51	✓		11			
3/14/82			9	9	9	12	12	51	✓		11			
3/7/82			9	9	9	12	12	51	✓		11			
[illegible]			9	9	9	12	12	51	✓		11			
2/21/82			9	9	9	15	12	54	✓		14			
2/14/82			9	9	9	12	12	51	✓		11			#3,630.00

Form WH-56 (Rev. 6/80)

A-6(a)

Compliance Officer Jones

W. Vogel

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA [illegible]			Amount Due Employee
	M	T	W	T	F	S	S	Total						
2/7/82			9	10	10	12	12	53	6.00		13			
1/31/82			9	9	9	12	12	51	✓		11			
1/24/82			9½	9	10	12	12	52½	✓		12½			
1/17/82			9	9	9	14	12	53	✓		13			
1/10/82		8	9	9	9	10	12	57	✓		17			
1/3/82			9½	12	12	12	12	57½	✓		17½			

CWHSSA OT = 1210 hours X 6.00 X .5 = 3630.00

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12·27-82

Employee Vogel, Wayne Social Security No. 544-10-0215

Address 624 NE 125th Ptld, OR 97230 (ZIP CODE)

Occupation Guard 255-2833

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT hours			Amount Due Employee
	M	T	W	T	F	S	S	Total						
12·27·81	8	10	10	10	12		8	58	6.00		18			
12·20·81			10	10	10	12	12	54	✓		14			
12·13·81			10	10	10	12	12	54	✓		14			
12·6·81			10	10	10	12	12	54	✓		14			
11·29·81			10	14	12	12	12	60	✓		20			
11·22·81			10	10	10	12	12	54	✓		14			
11·15·81			10	10	10	14	12	56	✓		16			
11·8·81			10	10	10	12	12	54	✓		14			
11·1·81			10	10	10	12	12	54	✓		14			
10·25·81			10	10	10	12	12	54	✓		14			
10·18·81			10	10	10	12	12	54	✓		14			
10·11·81			10	10	11	12	9	52	✓		12			
10·4·81			10	10	10	13	9	52	✓		12			
9·27·81			10	10	10	14	9	53	✓		13			
9·20·81			10	10	10	13½	8	51½	✓		11½			
9·13·81	8	10	10	10	12	8		58	✓		18			
9·6·81			10	10	10	12	8	50	✓		10			
8·30·81			10	10	10	12	8	50	✓		10			
8·23·81			10	10	10	12	8	50	✓		10			
8·16·81			10	10	10	12	8	50	✓		10			
8·9·81			10	10	10	15	8	53	✓		13			
8·2·81			10	10	10½	13	8	51½	✓		11½			
7·26·81			10	10	10½	12	12	54½	✓		14½			
7·19·81			10	10	10½	13	10	53½	✓		13½			
7·12·81			10	10	10	13	10	53	✓		13			
7·5·81			10	10½	15	16	12	63½	✓		23½			
6·28·81			10½	11	11½	13	10	56	✓		16			
6·21·81			10½	10½	11½	13½	10	56	✓		16			

(See Ex A-6(a))

Compliance Officer Jones

Form WH-56 (Rev. 6/80)

A– 6(a)

W Vogel

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT [illegible]			Amount Due Employee
6.14.81		9	10½	10½	10½	13½		54	6.00		14			
6.7.81			10½	10½	10½	13½	7	52	✓		13			
5.31.81	8		10½	10½	10½	13½	7	60	✓		20			
5.24.81		3	10	10½	10	13	7	53½	✓		13½			
5.17.81		4	8½	9½	10	13	7	52	✓		12			
5.10.81			8½	10	9½	13	7	48	✓		9			
5.3.81			8½	9½	10	13	7	48	✓		9			
4.26.81			9	8½	10	13½	7	48	✓		9			
4.19.81			9	8½	10½	13	7	48	✓		9			
4.12.81			8½	8½	10	14	7	48	✓		9			
4.5.81			8½	9	10	13	7	47½	✓		8½			
3.29.81			8½	9	10½	13	7	48	✓		9			
3.22.81			8½	8½	10	13	7	47	✓		8			
3-15.81			8½	8½	18	9	7	51	✓		12			
3.8.81			8½	8½	9½	12½	7	46	✓		7			
3-1.81			9½	9½	9½	11½	7	47	✓		8			
2.22.81			9	9	9	12½	7	46½	✓		7½			
2.15.81			8½	8½	8½	12½	7	45	✓		6			
2.8.81			8½	9½	8½	12½	7	46	✓		7			
2-1-81			8½	9½	8½	11½	8	46	✓		6			
1.25.81			8½	8½	10½	10½	8	46	✓		6			
1-18.81			8½	8½	8½	11½	8	45	✓		5			
1-11.81	3		8½	8½	8	11	10	49	✓		9			
1.4.81			9	8	12	11½	8½	49	✓		9			

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Inc Date 12-23-82

Employee Williams, Royal Social Security No: 519-05-2621

Address 7939 N. Fowler Ptld, OR 97217 (ZIP CODE)

Occupation Guard 285-9088

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT hours	Amount Due Employee
	M	T	W	T	F	S	S	Total				
3/28/82	8	8						16	6.00			
3/21/82	8	8		7½		8	8	39½	✓			
3/14/82	8	8	7½			8	8	39½	✓			
3/7/82	7½	7½		8		8	8	39	✓			
2/28/82	7½	7½			7	8	8	38	✓			
2/21/82	7½	7½		7		8	8	38	✓			
2/14/82	7½	7½		7		8	8	38	✓			
2/7/82	7½	7½				8	8	31	✓			
1/31/82	7½	7½		8		7	8	38	✓			
1/24/82	8	8	7½	7½	8			39	✓			
1/17/82	8	8	7½	7½		8		39	✓			
1/10/82	9	9	7½			7	7½	40	✓		2	
1/3/82	8	9	8		8	8		41	✓		1	

CWHSSA OT = 194½ hours × 6.00 × .5 = 583.50

$583.50

Form WH-55 (Rev. 6/80)

Compliance Officer Jones

A-7(a)

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R1410

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date 12.27.82

Employee Williams, Royal Social Security No. 519-05-2621

Address 7939 N. Fowler Ptld, OR 97217 (ZIP CODE)

Occupation Guard 285-9088

Year and Workweek Ending	Hours Worked M	T	W	T	F	S	S	Total	Rate of Pay		CWHSSA OT hours			Amount Due Employee
12.27.81	9	9	8	8	8		1	43	6.00		3			
12.20.81	9	9	8			7	7	40	✓		2			
12.13.81	9	9	8			7	7	40	✓		2			
12.6.81	7½	8½	8			7	8	40	✓		1			
11.29.81	[illegible]	9	8	6½	8	6	7	53	✓		13			
11.22.81	[illegible]	8½	8			8	8	41	✓		1			
11.15.81	8½	8½	8			8	8	41	✓		1			
11.8.81	8½	8½	8			8	8	41	✓		1			
11.1.81	8½	8½	8			8	8	41	✓		1			
10.25.81	8½	8½	8			8	8	41	✓		1			
10.18.81	8½	8½	8			8	8	41	✓		1			
10.11.81	8	8	8			8	8	40	✓					
10.4.81	8	8	8			8	8	40	✓					
9.27.81	8	8	8			8	8	40	✓					
9.20.81	8	8	8			8	8	40	✓					
9.13.81	8	8				8	8	32	✓					
9.6.81	8	8				8	8	32	✓					
8.30.81	8	8			6	8	8	38	✓					
8.23.81	8	8	8			8	8	40	✓					
8.16.81	8	8	8		9		8	41	✓		1			
8.9.81	8	8	8		9		8	41	✓		1			
8.2.81	8½	8½	9		10½		8	44½	✓		4½			
7.26.81	8	8½	9	9	10½			45	✓		5			
7.19.81	8	8½	9	9	10½			45	✓		5			
7.12.81	8	8	9	9	10½			44½	✓		4½			
7.5.81	7½	[illegible]	7½	11	11½	8		[illegible]	✓		17			
6.28.81	8	8½	9	9½	11½			46½	✓		6½			
6.21.81	9	9	9½	7½	11			48	✓		8			

(see Ex A-7(a))

Form WH-55 (Rev. 6/80)

Compliance Officer Jones

A-7(b)

R. Williams

Year and Workweek Ending	Hours Worked								Rate of Pay		CWHSSA OT hours			Amount Due Employee
	M	T	W	T	F	S	S	Total						
6.14 81	10		10	10	11		7	48	6.00		9			
6 7 81	9	9	9½	9½	11			48	✓		8			
5.31.81	9	9	9½	9½	11			48	✓		8			
5.24.81	9	9	9½	10	10½			48	✓		8			
5.17.81	8	8	9½	9½	11			46	✓		6			
5.10.81	8	8	8½	8½	10			43	✓		3			
5.3.81	8	8	8½	8½	10			43	✓		3			
4.26.81	8	8	8½	8½	10			43	✓		3			
4.19 81	8	8	8½	8½				33	✓		1			
4.12.81	8	8	8½	8½	10			43	✓		3			
4.5.81	8	8	8½	8½	10			43	✓		3			
3.29.81	8	8	8½	9½	10			43	✓		3			
3.22.81	8	8	8½	9	11			44½	✓		4½			
3.15.81	8	8	8½	8½		4	7½	44½	✓		4½			
3.8.81	9½	9½		8½	9½		9	46	✓		6			
3.1.81	8½	8½		8½	9½		9	44	✓		4			
2.22 81	8½	8½		8½	9½		9	44	✓		4			
2.15.81	8½	8½		8½	9½		9	44	✓		4			
2.8.81	8½	8½		8½	9½		9	44	✓		4			
2.1.81	8½	8½		8½	9		8½	43	✓		3			
1.25.81	8½	8½		8½	9½		8	43	✓		3			
1-18.81	8½	8½			9½	8½	8	43	✓		3			
1-11-81	9	9			10	9	4	41	✓		5			
1-4.81				10	10	12½	8½	41	✓		9			

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
1220 SW Third Ave., Room 540
Portland, OR 97204

Sheran R. Jones
COMPLIANCE OFFICER

1-21-83
DATE

SUMMARY OF UNPAID WAGES

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ____________________

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates	4. ACTS (See code below)*	5. GROSS AMOUNTS DUE
Oregon State Highway Division - Contract #8862				
SUMMARY OF LIQUIDATED DAMAGES				
John Gault				60.00
Brian Helmer				740.00
Richard Patton				1,700.00
Brian Vogel				140.00
Peter W. Vogel				220.00
Wayne P. Vogel				3,730.00
Royal Williams				1,450.00
			TOTAL	$8,040.00

Name and address of establishment

Riedel International, Inc.
aka Willamette-Western Corp.
4555 N. Channel Avenue
Portland, OR 97208

*Column 4-Code

FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
CCPA	7

Form WH-56
(Rev. Jan. 1981)

See Reverse Side for Instructions

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

The summary on the reverse side represents unpaid wages due your present or former employees under the Fair Labor Standards Act (FLSA-1), the Public Contracts Act (PCA-2), the Service Contract Act (SCA-3), the Davis-Bacon and Related Acts (DBRA-4), the Contract Work Hours and Safety Standards Act (CWHSSA-5), or the Consumer Credit Protection Act (CCPA-7) as indicated by code number(s) shown in Column 4. An employee paid in full under our supervision waives any futher right provided under section 16(b) of the Fair Labor Standards Act for recovery of such unpaid wages and an equal amount as liquidated damages.

INSTRUCTIONS FOR THE USE OF OFFICIAL RECEIPTS

(1) Official Receipts (Forms WH-58).—A receipt in triplicate is to be used for payment of each employee listed on the face of this sheet. Unless already shown on the forms enter the employee's name, the name and address of the establishment, the period covered, the gross amount due, and mark (x) the Act or Acts involved in the boxes provided for this purpose on the receipt form. All of this information can be obtained from the Summary of Unpaid Wages. Also, compute and enter the deductions required by law, such as Social Security and taxes, and the net amount to be paid. One copy of the receipt is for the employee. The original and one copy are to be signed and dated by the employee at the time of payment. Keep the copy for your files. Complete the certificate on the original and send it to the address shown on the reverse side of this instruction sheet. Receipts are to be forwarded as payment is made. The amount paid each employee, the period covered by the payment and the date of payment must be shown in your records.

(2) Payment to a Third Party. – Payment may be made to a third party legally entitled to receive it on behalf of the employee. This includes heirs and administrators of the estate of a deceased person. The name of the employee and the signature of the person receiving payment for him/her shall be entered on the receipt in the space for signature of employee.

(3) Former Employees.– Receipt forms and a check should be mailed to the last-known address of each former employee listed. It is suggested that a self-addressed envelope be enclosed, together with a request that the original and one copy be signed, dated and returned to you immediately. If a former employee fails to return the receipt forms, the cancelled check should be kept as evidence of payment. Notify the Division of the name endorsed on the check and the date of bank clearance.

(4) Unlocated Former Employees. – On or before the completion date shown, furnish a list showing the name of each former employee who could not be located, his last-known address, Social Security number and the gross amount due him/her. Attach any envelopes (remove contents, please) returned undelivered by the Post Office. If any of those on the list can be located, you will be informed so that payment can be made.

(5) Unpaid Wages Due Under Government Contract Statutes.—Amounts due under Government contract statutes (codes 2, 3, 4, 5) (or concurrently under the Fair Labor Standards Act) must be paid either to the employees involved or to the United States Government. Payments to employees are to be handled in the same manner as those due solely under the Fair Labor Standards Act. However, within 30 days after you submit a list of those who could not be located for payment, you will be required to furnish a certified check made payable to "Wage and Hour Division, Labor" for the amount remaining unpaid. You will be notified of the amount of the check and the names of the employees involved.

If you have any questions please contact the Division at the address shown on the reverse side.

OMB Approval No. 44-R34010

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee John Gault Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

YEAR AND WORKWEEK ENDING	HOURS WORKED M	T	W	TH	F	SA	SU	TOTAL	RATE OF PAY					AMOUNT DUE EMPLOYEE
4/19/81					8½		7½	16/42						
5/17							9	9/1						
5/24							9	9/1						
6/14							9	9/1						
6/21							9	9/1						
6/28/81							9	9/1						
									6 X $10 =					60^{00}
														60^{00}

Form WH-55 (Rev. 6/80)

AA A-1

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
								Total						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Brian J Helmer Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	T	W	TH	F	SA	SU	Total						
8/2/81						8	9	17/1						
8/9						12	9	21/5						
8/16						9	8	17/1						
8/23					9		9	18/2						
8/30			8		9	6	9	32/2						
9/13	9		8		8	9	8	42						
9/20					9		9	18/2						
9/27					9	6	9	24/2						
10/4					9	8	9	26/2						
10/11					9	8	9	26/2						
10/18					9	8	9	26/2						
10/25					9	8	9	26/2						
11/1					9	8	9	26/2						
11/8					9	8	9	26/2						
11/15					9	8	9	26/2						
11/22					9	8	9	26/2						
11/29					12	8	8	28/4						
1/10					8		16	24/8						
3/14/82					10			10/2						
4/4	8	8	5	5	8	8	8	50						
4/11	8	8		7½	8	8	8	47½						
4/18	9	9			8	8	8	42						
4/25	8½	8½		7	8	8	8	48						
5/2	8½	8½			8	8	8	41						
5/9	8½	8½			7	8	8	40/1						
5/16	7½	7½		9½	11	11½	8	55						
	(over)									74 X	$10.00	=		$740.00

Form WH-55 (Rev. 6/80)

AA A-2

Compliance Officer Jones

LIQUIDATED DAMAGES (CONT.).

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	T	W	TH	F	S	S	Total						
5/23/82	7½	7½		9	11	6	6	47						
5/30	7½	7½		10	11	8	10	54						
6/6	10	7½		9	11	8	9	54½						
6/13	7½	7½		10	11	10	10	56						
6/20	7½	7½		9	12	10	11	57						
6/27	7½	7½		9	11	9	8	52						
7/4	7½	7½		9	11	8	6	49						
7/11	11	7½		9	11	9	10	57½						
7/18	7½	7½		9	11	8	7	50						
7/25	7½	7½		10	12	8	9	54						
8/1	7½	7½		10	12	8	8	53						
8/8	8½	8		10	10	6	7	49½						
8/15	7½	8		10	12	10	8	55½						
8/22/82	9½	10		10				29½ / 5½						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Richard Patton Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

Year and Workweek Ending	Hours Worked								Rate of Pay						Amount Due Employee
	M	TU	W	TH	F	SA	SU	Total							
1/4/81	16	9	6					31/9							
1/11	8	8	8½	8½			2	35/1							
1/18	8½	8½	8½	8½	8½			42½/2½							
1/25	8	8½	8½	8½		9½		43/3							
2/1	8	8½	8½	8½		9½		43/3							
2/8	8	8½	8½	8½		9½		43/3							
2/15	8½	8	8½	8½		9½		43/3							
2/22	8	8½	8½	8½		9½		43/3							
3/1	8	8½	8½	8½		9½		43/3							
3/8	8	8½	8½	8½		9½	1	44							
3/15	7½	9½	9½			11	½	39/6							
3/22	7½	9½	9½			11	2½	40/6							
3/29	8½	8½	9½			11	2½	40/5½							
4/5	8½	8½	9½			11	2½	40/5½							
4/12	8½	8½	9½			11	2½	40/5½							
4/19	8½	8½	9½			11	2½	40/5½							
4/26	8½	8½	9½			11	2½	40/5½							
5/3	8½	8½	9½			11	2½	40/5½							
5/10	8½	8½	9½			11	2½	40/5½							
5/17	8½	8½	9½			11	2½	40/5½							
5/24	7	9½	10			11	2½	40/6½							
5/31	9	8	10			11½	3	41½/6½							
6/7	9	7½	10			11½	3	41/6½							
6/14	7	9½	10			11½	3	41/7							
6/21	9	7½	10			11½	4	42/6½							
6/28	7	9	9½			11½	3	40/6							
7/5/81	7	8½	8½		7	12	6	49							
(over)															

(see next page)

Form WH-55 (Rev. 6/80)

AMA-3(a)

Compliance Officer Jones

LIQUIDATED DAMAGES

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	T	W	TH	F	SA	SU	Total						
7/12/81	9	7	9½			11	3	41 / 5½						
7/19	9	7½	9½			11	4	41 / 5½						
7/26	7	9½	9½				15	41 / 10						
8/2	6½	8½	8½	9		8		40½ / 2						
8/9	7	8½	8½	8		8		40 / 1						
8/16	7	8½	8½	8		8		40 / 1						
8/23	8½	7	8½	8		8		40 / 1						
8/30	8½	7	8½	8		8		40 / 1						
9/6	7	8½	8½	8		8		40 / 1						
9/13	7	8	8½	8		8	1	40½						
9/20	7	8½	8½	8		8		40 / 1						
9/27	8	7½	8½	8		8		40 / ½						
10/4	7	8½	8½	8		8		40 / 1						
10/11	7	8½	8½	8		8		40½ / 1						
10/18	8	8	8½	8		8		40½						
10/25	8	8	8½	8		8		40½						
11/1	8	8	8½		8		8	40½						
11/8	8	8	8½	8		8		40½						
11/15	7½	8½	8½	8			8	40½ / 1						
11/22	8½	7½	8½	7½	8	8		48						
12/6	7½	8½	8½	8		8		40½ / 1						
12/13	7	8½	8½	8		8		40 / 1						
12/20	8½	7	8½	8		8	8	48						
1/17/82	7½	8½	8½			8		32½ / 1						
1/24	8½	7½	8½		8			32½ / 1						
2/7	8	7½	7½	7	8	8		46						
3/21	8	8	8	7½		8	8	47½						
4/4	8	8	8	7½	7½	8		47						
4/18	7½	8	8	7½	7½	8		46½						
5/9/82	8	8	7	7	7	9		46						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Richard Patton Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages (Continued)

YEAR AND WORKWEEK ENDING	HOURS WORKED M	T	W	TH	F	SA	SU	TOTAL	RATE OF PAY						AMOUNT DUE EMPLOYEE
5/16/82	6	7½	7½	9		10	4	44							
5/23	7½	6	7½	9		10	5	45							
5/30	6	7½	7½	9		11	4	45							
6/7	8	10	7½	9		11	4	49½							
6/13	7½	6	7½	9		10	4	44							
6/20	6	7½	7½	9		10½	4	44½							
6/27	6	7½	7½	9		11	4	45							
7/4	7½	6	7½	9		8	4½	42½							
7/11	6	8	7½	9		10	5	45½							
7/18	7½	6	7½	10		11	4	46							
7/25	7½	6	7½	10		10	4	45							
8/1	6	7½	7½	10		10	4	45							
8/8	6	7½	10			10	4	37½ / 4							
8/15	7½	6	7½	11½		7½	4	43 / 3½							
8/22/82	6	9	9	10				34 / 4							
									170 X	$10.00	=				1700.00
															$1,700.00

Form WH-55 (Rev. 6/80)

AAA-3(2)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee			
								Total									

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

9

OMB Approval No. 44-R34010

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Brian Vogel Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

Year and Workweek Ending	M	T	W	TH	F	SA	SU	Total	Rate of Pay					Amount Due Employee
7/5/81					⑩	⑨	(9½)	28½ / 4½						
7/12						⑨	8	17 / 1						
7/19						⑨	8	17 / 1						
1/24/82	1	1	1	1	⑨		⑨	22 / 2						
2/28	1	1	2	1	1	⑨	8	23 / 1						
3/16	1	1	1½	1	1	8	⑨	22½ / 1						
4/18						⑩	⑨	19 / 3						
4/25						⑨	⑨	18 / 2						
5/2/82						7	⑩	17 / 2						
									14 X $\$10^{00}$	=				140^{00}
														$\$140^{00}$

Form WH-55 (Rev. 6/80)

AAA-4

Compliance Officer Jones

YEAR AND WORKWEEK ENDING	HOURS WORKED								RATE OF PAY					AMOUNT DUE EMPLOYEE
								TOTAL						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Peter W. Vogel Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	T	W	TH	F	SA	SU	Total						
9/27/81	2		6½	6½	8½		5	28½ / ½						
10/4	2		7½	7½	7½	8½	5	38 / ½						
11/29			9	8	7	7	5	36 / 1						
12/6	2			8	8½	7½	5	31 / ½						
1/10/82	1½		5	6½	7	7	10	32 / 2						
1/24	2		7	7	14		5	35 / 6						
4/11	2		7	8	8	9	13	47						
4/18	3		8½	8½	9	8	5	42 / 2						
4/25	2½		8½	8½	8	8	5	40½ / 1						
5/2	3		8½	8½	8½	9	5	42½ / 2½						
5/9	3			18	8½	9½	6	45 / 12						
7/4					9	10	8	27 / 3						
7/11/82	10							10 / 2						
									22 X $\$10^{00}$ =					220^{00}
														$\$220^{00}$

Form WH-55 (Rev. 6/80)

AAA-5

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee			
								Total									

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Wayne P. Vogel Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

Year and Workweek Ending	Hours Worked								Rate of Pay	Amount Due Employee
	M	T	W	TH	F	SA	SU	Total		
1/4/81			9	8	12	11½	8½	49		
1/11	3		8½	8½	8	11	10	49		
1/18			8½	8½	8½	11½	8	45		
1/25			8½	8½	10½	10½	8	46		
2/1			8½	9½	8½	11½	8	46		
2/8			8½	9½	8½	12½	7	46 / 7		
2/15			8½	8½	8½	12½	7	45 / 6		
2/22			9	9	9	12½	7	46½ / 7½		
3/1			9½	9½	9½	11½	7	47 / 8		
3/8			8½	8½	9½	12½	7	46 / 7		
3/15			8½	8½	18	9	7	51 / 12		
3/22			8½	8½	10	13	7	47 / 8		
3/29			8½	9	10½	13	7	48 / 9		
4/5			8½	9	10	13	7	47½ / 8½		
4/12			8½	8½	10	14	7	48 / 9		
4/19			9	8½	10½	13	7	48 / 9		
4/26			9	8½	10	13½	7	48 / 9		
5/3			8½	9½	10	13	7	48 / 9		
5/10			8½	10	9½	13	7	48 / 9		
5/17		4	8½	9½	10	13	7	52		
5/24		3	10	10½	10	13	[illegible]	53½		
5/31	8		10½	10½	10½	13½	7	60		
6/7			10½	10½	10½	13½	7	52 / 13		
6/14		9	10½	10½	10½	13½		54		
6/21			10½	10½	11½	13½	10	56		
6/28			10½	11	11½	13	10	56		
	(over)									

(see next page)

Form WH-55 (Rev. 8/80)

AAA-6(a)

Compliance Officer Jones

LIQUIDATED DAMAGES (cont).

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	TU	W	TH	F	SA	SU	Total						
7/5/81			10	10	15	11	12	63½						
7/12			10	10	10	13	10	53						
7/19			10	10	10½	12	11	53½						
7/26			10	10	10½	12	12	54½						
8/2			10	10	10½	13	8	51½						
8/9			10	10	10	15	8	53						
8/16			10	10	10	12	8	50						
8/23			10	10	10	12	8	50						
8/30			10	10	10	12	8	50						
9/6			10	10	10	12	8	50						
9/13	8	10	10	10	12	8		58						
9/20			10	10	10	13½	8	51½						
9/27			10	10	10	14	9	53						
10/4			10	10	10	13	9	52						
10/11			10	10	11	12	9	52						
10/18			10	10	10	12	12	54						
10/25			10	10	10	12	12	54						
11/1			10	10	10	12	12	54						
11/8			10	10	10	12	12	54						
11/15			10	10	10	14	12	56						
11/22			10	10	10	12	12	54						
11/29			10	14	12	12	12	60						
12/6			10	10	10	12	12	54						
12/13			10	10	10	12	12	54						
12/20			10	10	10	12	12	54						
12/27/81	8	10	10	10	12		8	58						
1/3/82			9½	12	12	12	12	57½						
1/10		8	9	9	9	10	12	57						
1/17			9	9	9	14	12	53						
1/24/82			9½	9	10	12	12	52½						

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - 0 - 334-068

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R34010

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Wayne P. Vogel Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages (continued)

Year and Workweek Ending	Hours Worked								Rate of Pay	Amount Due Employee
	M	T	W	TH	F	SA	SU	Total		
1/31/82			9	9	9	12	12	51		
2/7			9	10	10	12	12	53		
2/14			9	9	9	12	12	51		
2/21			9	9	9	15	12	54		
2/28			9	9	9	12	12	51		
3/7			9	9	9	12	12	51		
3/14			9	9	9	12	12	51		
3/21			9	9	9	12	12	51		
3/28			10½	10½	9	12	12	54		
4/4		4	10½	10½	9	12	12	58		
4/11			9	9	11	12	12	53		
4/18			9	10	10	12	12	53		
4/25			9	9	11	12	12	53		
5/2			9	10	10	12	12	53		
5/9			9	9	9	12	12	51		
5/16			11½	11½	11½	14	13	61½		
5/23			12	12	12	13	13	62		
5/30			12	12	12	13½	13	62½		
6/6	12		12	12	12	14	12	74		
6/13			12	12	12	14	13	63		
6/20			12	12	12	14½	12	62½		
6/27			12	12	12	13	12	61		
7/4	2		12½	12	12	12	11	66½		
7/11	12		12	12	12	13	12	73		
7/18			12	12	12	13	13	62		
7/25/82			12	12	12½	14	13	63½		
	(over)									
										$3730.00

Form WH-55 (Rev. 6/80)

AAA-6(L)

Compliance Officer Jones

Year and Workweek Ending	Hours Worked								Rate of Pay					Amount Due Employee
	M	T	W	TH	F	SA	SU	Total						
8/1/82			13	13	12	14	13	65						
8/8	7½	12	13	12	14	13		71½						
8/15			11½	12	13	14	12	62½						
8/22/82			12	12½				24½/8½						
									~~[illegible]~~	~~X $[illegible] 00~~				
									373	X $10 00	=			3730 00

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R3400

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Riedel International Date

Employee Royal Williams Social Security No.

Address (ZIP CODE)

Occupation Liquidated Damages

YEAR AND WORKWEEK ENDING	HOURS WORKED								RATE OF PAY					AMOUNT DUE EMPLOYEE
	M	T	W	TH	F	SA	SU	TOTAL						
1/4/81				10	10	12½	8½	41/9						
1/11	9	9			11	9	4	41/5						
1/18	8½	8½			9½	8½	8	43						
1/25	8½	8½		8½	9½		8	43						
2/1	8½	8½		8½	9		8½	43						
2/8	8½	8½		8½	9½		9	44						
2/15	8½	8½		8½	9½		9	44						
2/22	8½	8½		8½	9½		9	44						
3/1	8½	8½		8½	9½		9	44						
3/8	9½	9½		9½	8½		9	46						
3/15	8	8	8½	8½		4	7½	44½						
3/22	8	8	8½	9	11			44½						
3/29	8	8	8½	8½	10			43						
4/5	8	8	8½	8½	10			43						
4/12	8	8	8½	8½	10			43						
4/19	8	8	8½	8½				33/1						
4/26	8	8	8½	8½	10			43						
5/3	8	8	8½	8½	10			43						
5/10	8	8	8½	8½	10			43						
5/17	8	8	9½	9½	11			46						
5/24	9	9	9½	10	10½			48						
5/31	9	9	9½	9½	11			48						
6/7	9	9	9½	9½	11			48						
6/14	11		11	10	11		7	48/9						
6/21	9	9	9½	9½	11			48						
6/28/81	8	8½	9	9½	11½			46½						
	(over)													
														$1450.00

Form WH-55 (Rev. 6/80)

Compliance Officer Jones

AAA-0

LIQUIDATED DAMAGES (cont.).

Year and Workweek Ending	Hours Worked M	T	W	TH	F	SA	SU	Total	Rate of Pay					Amount Due Employee
7/5/81	8½	8½	9½	11	11½	8		57						
7/12	8	8	9	9	10½			44½						
7/19	8	8½	9	9	10½			45						
7/26	8	8½	9	9	10½			45						
8/2	8½	8½	9		10½		8	44½						
8/9	8	8	8		9		8	41						
8/16	8	8	8		9		8	41						
10/18	8½	8½	8			8	8	41						
10/25	8½	8½	8			8	8	41						
11/1	8½	8½	8			8	8	41						
11/8	8½	8½	8			8	8	41						
11/15	8½	8½	8			8	8	41						
11/22	8½	8½	8			8	8	41						
11/29	8½	9	8	6½	8	6	7	53						
12/6	8½	8½	8			7	8	40/1						
12/13	9	9	8			7	7	40/2						
12/20	9	9	8			7	7	40/2						
12/27/81	9	9	8	8	8		1	43						
1/3/82	8	9	8		8	8		41						
1/10/82	9	9	7½			7	7½	40/2						
										145 X $^{\#}10^{00}$ =				1450^{00}

Show name, address including Zip Code if known, Social Security Number, and occupation as appropriate of each employee for whom transcriptions or computations are made on this sheet.

U.S. GOVERNMENT PRINTING OFFICE : 1980 - O - 334-058

8662

February 11, 1983

L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

CON 5
#8862

Attention: Karlene Y. Hembree
President

Gentlemen or Ladies:

Thank you for your letter of February 4, 1983, stating that you have reached a settlement with Riedel International and that you have signed a release for all lien rights and claims.

This appears to be in reference to the Willamette-Western Corporation Contract No. 8862 for the Columbia River Bridge (South Channel) of the East Portland Freeway in Multnomah County. Your claim was in the amount of $19,722.82 for labor and materials.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Willamette-Western Corporation
c/o Riedel International
P. O. Box 3320
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

NOTED ON CARD
2-11-83 dc

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

February 4, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen

Subj: Riedel International - I-205 Columbia River Bridge, South Channel

Gentlemen and Ladies,

We have reached a settlement with Riedel International and have signed a release for all lien rights and claims.

We settled this because of our fine relationship we have had with Riedel, but would like to state that we still protest the highly unfair practices of the two State Resident Engineers in acknowledging costs on the change orders on the job. It is one thing to see that the State is not overcharged but it's quite another when they will not allow what are true and bonified costs to do the work. Instead of saving the State money, they ultimately will be causing prices to increase because the next time a job is bid, extra amounts will have to be added in the original quote to compensate for such shortsightedness of the Resident Engineers. True, there may be some unsuspecting contractor who will come in lower without the knowledge of their practices, but this seems to me a very unfair and unethical way of doing business.

Sincerely,

Earlene Y. Hembree
Earlene Y. Hembree
President

EYH:dh

cc: Riedel International

RECEIVED
FEB 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

QUALITY WORK MINIMUM COST

Cl.

8862

js 2/16/83

FILED
JAN 27 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 25, 1933

IN REPLY REFER TO FILE NO.:
CON 5
#8862

L. W. Hembree Co.
1441 S.E. 82nd Avenue
Portland, OR 97216

RECEIVED
JAN 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Earlene Y. Hembree
President

Gentlemen or Ladies:

This will acknowledge a copy of a Notice of Claim dated January 18, 1983, addressed to American Insurance Company and Willamette-Western Corporation concerning the following Highway Division contract:

FILED BY:	L. W. Hembree Co.
AMOUNT:	$19,722.82
FOR:	Labor and materials
AGAINST: (Prime Contractor)	Willamette-Western Corporation
CONTRACT NO.	8862
PROJECT:	Columbia River Bridge (South Channel) East Portland Freeway Multnomah County
SURETY:	The American Insurance Company and Fireman's Fund Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise both sureties of the receipt of this claim. We note that you have filed it with the Secretary of State and with the contractor.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Willamette-Western Corporation
P. O. Box 3320
Portland, OR 97208

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter. A copy has been filed directly with you by Hembree. ✓

COPY

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

NOTICE OF CLAIM

TO: American Insurance Company
Box 3825
Portland, Oregon 97208

Willamette-Western Corporation (Riedel International)
P.O. Box 3320
Portland, Oregon 97220

Notice is hereby given that the undersigned, L.W. Hembree Company, has a claim for labor and materials supplied including, but not limited to, installation of Navigation Lights and Conduit, and Pier Grounding, furnished to Willamette-Western Corporation (Riedel International) in connection with the work known as the construction of the Columbia River Bridge (South Channel Bridge) let by the Oregon State Highway Division (Salem, Oregon) to Willamette Western Corporation (Riedel International). The claim is in the sum of $19,722.82, against the bond taken from Willamette Western Corporation (Riedel International) as principal and American Insurance Company as surety, Bond No. 6337363, for the foregoing work.

Dated this 18 day of January, 1983

L.W. HEMBREE COMPANY

BY: Earlene Y. Hembree
Earlene Y. Hembree
President

cc: Norma Paulus
Oregon State Highway Division

RECEIVED
JAN 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

QUALITY WORK MINIMUM COST

7862

L.

'nig cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

10-1-82

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 8	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Howard Harris, Resident Engineer, OSHD

DATE OF INSPECTION 10-1-82	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. I-205-7(76)314

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

COLUMBIA RIVER BRIDGE
(South Channel Bridge)

NOTED
W. E. SCHWARTZ

This report is to document the final inspection of this project.

COMPLETED WORK:

All work is virtually complete, with the exception of one joint seal installation at Pier 18 that was decided during this inspection.

WORK IN PROGRESS:

The contractor is removing his gate access to the structure and assembling his equipment and supplies.

COMMENTS:

This project was started January 29, 1979 with a contract amount of $35,688,000 under contract 8862. The total estimated cost, including engineering and contingencies, is about $40 million.

The project was expected to be completed December 31, 1981 but was extended by Price Agreement No. 20 to September 30, 1982. This Price Agreement for $530,000 was for furnishing and installing expansion joints which were originally expected to be under a separate contract. The work was awarded to obtain construction access to Government Island and open up this section of freeway earlier than expected. Price quotes were obtained from two expansion joint manufacturers, ACME and Wabo-Maurer, with the selection being Wabo-Maurer, the lowest acceptable supplier. These joints are now acceptably installed.

RECEIVED
STATE HWY ENGR
NOV 8 '82
REFER TO
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FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

(more)

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

This project was bid with several alternates in foundation construction (precast vs. cast-in-place footings) and superstructure construction (segmental vs. cast-in-place prestressed). The contract was completed using cast-in-place for both the sub- and superstructure. The work was completed according to prepared plans and approved changes and specifications.

Quality control of concrete was the responsibility of the contractor. He was allowed a moving average to determine the compressive strength using the standard deviation method. He was also given some additional strength requirement loss in the 28-day design strength and variation therefrom. This procedure worked adequately and the project was completed with concrete strengths equal to or above design requirements. Other materials incorporated into the structure appear adequate.

The project has been adequately supervised and administered by State people and is acceptable.

--- HAS ---

8862

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-6		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6/28/82	Project Number I-205-7(65)314
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on February 6, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,199,565.00	$ 38,733,495.00
Federal funds	$ 35,227,634.92	$ 35,720,029.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By WHMoehring

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 22, 1982

Federal-Aid Project
No. I-205-7(65)314

Columbia River (S. Channel) Bridge
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure Br. #16188 (Sta. 944+52.59 to Sta. 126+15.53)

Subtotal of previous estimate of January 17, 1979		$ 35,700,500.00
Additional Items		
Expansion Joints (P.A. #20)	All Required	$ 530,000.00
Bike Path Expansion Joints (P.A. #21)	All Required	3,930.00
		$ 533,930.00
	Increase	$ 533,930.00
	SUBTCTAL	$ 36,234,430.00
	Engineering	2,499,065.00
	TOTAL	$ 38,733,495.00

Length of Structure ----------- 0.599 mi.

Federal Funds (92.22%)---------$35,720,029.00
State Funds ------------------- 3,013,466.00
TOTAL $38,733,495.00

Group 1 100%
Contract No. 8862
Prefix: 626-1025

8862

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-78	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	1/6/82	Project Number I-205-7(65)314

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 6, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,163,062.00	$ 38,199,565.00
Federal funds	$ 37,038,375.00	$ 35,227,634.92
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction engineering and release federal funds to cover the PS&E approval on Project I-205-7(83)308.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of January, 1982.

OREGONGSTATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 29, 1981

Federal Aid Project
No. I-205-7(65)314

Columbia River (S. Channel) Bridge
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure Br. #16188 (Sta. 944+52.59 to Sta. 126+15.53)

Subtotal same as previous estimate of January	17, 1979	$35,700,500.00
	Engineering	2,499,065.00
	TOTAL	$38,199,565.00

Length of Structure ------------ 0.599 mi.

Federal Funds (92.22%)-----------	$35,227,634.92
State Funds ---------------------	2,791,930.08
TOTAL	$38,199,565.00

Group 1	100%
Contract No.	8862
Prefix:	626-1025

8862

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-35	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-6-79	te Oregon County Multnomah Project No. I-205-7 (65) 314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, S Bank Col Riv., N. 5.9 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-78	0.599
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,163,062.00	$ 37,038,375.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
~~xx~~ For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator FEB 06 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 17, 1979

Federal Aid Project
No. I-205-7 (65) 314

Columbia River Br. (S. Channel Br.)
East Portland Freeway Highway
Multnomah County

Project Agreement Estimate.

Type Code X081
Structure, Br. #16188 (Sta. 94+52.59 to Sta. 126+15.53)
Alternate I and II

Mobilization	All Required		$ 3,560,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Temporary Signs	188 Sq.Ft.	30.00	5,640.00
Temporary Concrete Barriers, Reflectorized	850 Lin.Ft.	20.00	17,000.00
Flagmen	1,000 Hour	22.00	22,000.00
Bike Path Panels	All Required		240,000.00
Reinforced Concrete Bridge End Panels	980 Sq.Yd.	60.00	58,800.00
Two Tube Aluminum Railing	All Required		145,000.00
Concrete Slope Paving	1,385 Sq.Yd.	32.00	44,320.00
8-inch Sewer Pipe	200 Lin.Ft.	20.00	4,000.00
Loose Riprap, Class 50	All Required		20,000.00
			$ 4,141,760.00

Alternate I

Navigation Lights and Conduit	All Required		$ 80,000.00
Scour Protection Riprap	All Required		220,000.00
Scour Protection Excavation	19,260 Cu.Yd.	2.00	38,520.00
Pier Grounding	All Required		40,000.00

Substructure (Piers 1 and 18)

Shoring, Cribbing, Etc.	All Required		30,000.00
Structure Excavation	680 Cu.Yd.	25.00	17,000.00
Furnish Pile Driving Equipment	All Required		30,000.00
Handling and Preparation of Piling	All Required		70,000.00
Furnish and Drive HP14x89 Steel Piling, Pier 1	120 ave. Lin.Ft.	1,600.00	192,000.00

Furnish and Drive HP14x89 Steel Piling, Pier 18	120 ave. Lin.Ft.	1,600.00	192,000.00
Structural Concrete (475 Cu.Yd.)	All Required		100,000.00
Reinforcement (58,900 lbs.)	All Required		22,000.00
Coated Reinforcement (1,200 lbs.)	All Required		880.00

Substructure (Piers 16 and 17)

Shoring, Cribbing, Etc.	All Required		1,000,000.00
Structure Excavation	5,355 Cu.Yd.	8.00	42,840.00
Filler Concrete	1,890 Cu.Yd.	60.00	113,400.00
Furnish Pile Driving Equipment	All Required		50,000.00
Handling and Preparation of Piling	All Required		200,000.00
Furnish and Drive HP 14x89 Steel Piling, Pier 16	96 ave. Lin.Ft.	1,600.00	153,600.00
Furnish and Drive HP 14x89 Steel Piling, Pier 17	115 ave. Lin.Ft.	1,600.00	184,000.00
Structural Concrete (3,360 Cu.Yd.)	All Required		650,000.00
Reinforcement (232,400 lb.)	All Required		92,000.00

Substructure (Piers 2 thru 15)

Shoring, Cribbing, Etc.	All Required		3,500,000.00
Structure Excavation	23,500 Cu.Yd.	10.00	235,000.00
Furnish Pile Driving Equipment	All Required		200,000.00
Handling and Preparation of Piling	All Required		936,000.00
Furnish and Drive HP 14x117 Steel Piling, Pier 2	102 ave. Lin.Ft.	1,800.00	183,600.00
Furnish and Drive HP 14x117 Steel Piling, Pier 3	97 ave. Lin.Ft.	1,800.00	174,600.00
Furnish and Drive HP 14x117 Steel Piling, Pier 4	75 ave. Lin.Ft.	1,800.00	135,000.00
Furnish and Drive HP 14x117 Steel Piling, Pier 5	83 ave. Lin.Ft.	1,800.00	149,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 6	83 ave. Lin.Ft.	1,800.00	149,400.00
Furnish and Drive Hp 14x117 Steel Piling, Pier 7	83 ave. Lin.Ft.	1,800.00	149,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 8	83 ave. Lin.Ft.	1,800.00	149,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 9	83 ave. Lin.Ft.	1,800.00	149,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 10	88 ave. Lin.Ft.	1,800.00	158,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 11	91 ave. Lin.Ft.	1,800.00	163,800.00

Furnish and Drive HP 14x117 Steel Piling, Pier 12	98 ave. Lin.Ft.	1,800.00	176,400.00
Furnish and Drive HP 14x117 Steel Piling, Pier 13	111 ave. Lin.Ft.	2,000.00	222,000.00
Furnish and Drive HP 14x117 Steel Piling, Pier 14	118 ave. Lin.Ft.	2,000.00	236,000.00
Furnish and Drive HP 14x117 Steel Piling, Pier 15	140 ave. Lin.Ft.	1,600.00	224,000.00
Structural Concrete (17,770 Cu.Yd.) 3,664,200.00	All Required		3,664,200.00
Reinforcement (1,626,800 lb.)	All Required		700,000.00
Superstructure			
Structural Concrete (41,340 Cu.Yd.)	All Required		10,050,000.00
Reinforcement (5,122,700 lb.)	All Required		1,900,000.00
Coated Reinforcement (1,978,000 lb.)	All Required		1,100,000.00
Prestressing Steel (3,450,000 lb.)	All Required		3,100,000.00
Miscellaneous Steel	All Required		142,000.00
Bearing Devices	All Required		80,000.00
			$ 31,546,240.00
Substructure (Piers 1 and 18)			
Structure Concrete (18,205 Cu.Yd. at $116.00	All Required		2,111,780.00
Reinforcement (2,435,600 lb. at $ 0.35)	All Required		852,460.00
Superstructure			
Structure Concrete (7,170 Cu.Yd. at $250.00)	All Required		1,792,500.00
Segmental Box Girder Concrete (41,600 Cu.Yd. at $300.00)	All Required		12,480,000.00
Reinforcement (7,664,800) lb. at $ 0.35)	All Required		2,682,680.00
Coated Reinforcement (77,000 lb. at $ 0.65)	All Required		50,050.00
Prestressing Steel (3,720,000 lb. at $ 1.25	All Required		4,650,000.00
Miscellaneous Steel	All Required		195,500.00
Bearing Devices	All Required		25,500.00
	Alternate I Total		$ 35,688,000.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
On the Job Trainees (15 at $800)	All Required	12,000.00
		$ 12,500.00
	Alternate I Subtotal	$ 35,700,500.00
	Engineering	4,462,562.00
	Total	$ 40,163,062.00

Length of Structure - - - - - - - - - - 0.599 mi.

Federal Funds (92.22%)	$ 37,038,375.00
State Funds	3,124,687.00
Total	$ 40,163,062.00

Group 1 100%
Contract No. 8862
Prefix 626-1025
Prefix 626-1968

8862

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 15, 1981

CON 5 #8862

Willamette-Western Corporation
6800 N.E. 112th Avenue
Portland, OR 97220

Re: Time Extension Request
Columbia River Bridge (S. Channel Bridge)
FAP No. I-205-7(65)314
Contract No. 8862

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A revised completion date of March 8, 1982 is hereby established for this project. This additional contract time is granted due to the terms of Price Agreement No. 17 which requires the bike path to be constructed by cast-in-place methods.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Howard Harris "
Al Harwood "
Bob Church
FHWA "

RECEIVED
STATE HWY ENGR
DEC 15 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. T. KEASEY

DATE: December 4, 1981

FROM: ALLAN C. HARWOOD

SUBJECT: Columbia River Bridge
South Channel Bridge
Contract No. 8862

ASHE CAE FOE QCE SCS EEO
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CONSTRUCTION BRANCH
OM CA LE TC FE CP

Enclosed is Price Agreement No. 17 for the subject project covering construction of a cast-in-place bikeway. The enclosed agreement is needed due to design changes proposed by the contractor to accomodate the cast-in-place method of construction and to allow use of stay-in-place forms.

It is felt casting the bikepath in place will produce a much more acceptable product than can be obtained by precasting. Precast panels used on the North Channel have not been very successful as indicated in the enclosed letter from Don Shaffer.

The contractor agreed to casting the bike path in place if extra time could be allowed.

The contract documents allow either casting the bike path in place or precasting. The cast-in-place path is not considered a change. The details changed to accomodate the cast-in-place section do not produce any savings. Actually there is an increase in concrete yardage. There will be no added cost to the state associated with casting the bike path in place and no credit is considered appropriate.

The agreement provides for extending the completion date for the project to March 8, 1982. To support the amount of time allowed there is a letter from the contractor detailing the additional time necessary to complete the work.

If the bike path panels are to be precast they could all be cast and stockpiled on the bridge ready to set as the rail is poured. Setting precast panels would be expected to be much quicker than forming and pouring the concrete in place.

I agree with the contractor's assessment of additional time necessary to cast the bike path in place and recommend approval of the enclosed time extension request.

12-10-81

Enclosure
cc: Ed Hardt
Howard Harris

CTK -
I concur with Harwood & Harris and recommend a time extension to March 8, 1982 due to not allowing contractor to precast the bike path.

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ALLAN C. HARWOOD

DATE: November 10, 1981

FROM HOWARD R. HARRIS

SUBJECT: Columbia River Bridge
South Channel Bridge
Contract No. 8862

Attached is Price Agreement No. 17 covering construction of cast-in-place bike path.

It is felt a better riding product can be built by pouring the bike path in place and the contractor was encouraged to use this method of construction.

There is no significant change in quantities between the poured-in-place and precast method. In a typical section of path there is an increase in concrete of approximately 0.02 cubic yards per foot.

Casting the bike path in place as opposed to precasting the panels will require an estimated 66 days of additional time. The enclosed Price Agreement provides for granting the additional time.

Also enclosed is a request for additional time and a supporting letter from the contractor. I recommend approval of the Price Agreement to perform the work at original contract price and extend the completion time to March 8, 1982.

It does not appear that the additional time needed would adversely affect any other work required to complete the section and open it to traffic.

Enclosures

RECEIVED
OREGON STATE HIGHWAY DEPT.
[illegible]

Contains
Recycled
Materials

8862 10-21-81 2.

OCT 21 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON MIL 10 10-21-81 ORRAM 944AM

C T KEASEY

ON MARINE DRIVE, UNDER CONTRACT 8862, THERE WAS AN ACCIDENT WITH ONE FATAL AND INJURIES TO OTHERS LAST NIGHT AT 10.45 PM. DRIVER WAS HEADED WESTBOUND, LOST CONTROL AND HIT SHOULDER BARRIER ON SOUTH SIDE OF MARINE DRIVE UNDER STRUCTURE. MULTNOMAH COUNTY SHERIFF DEPT INVESTIGATED AND REPORT WILL FOLLOW.

ED HARDT
CP 88.

XC: Sallis
Coulter
FHWA

RECEIVED
OCT 21 1981
CONSTRUCTION
BRANCH

ASHE
CAE
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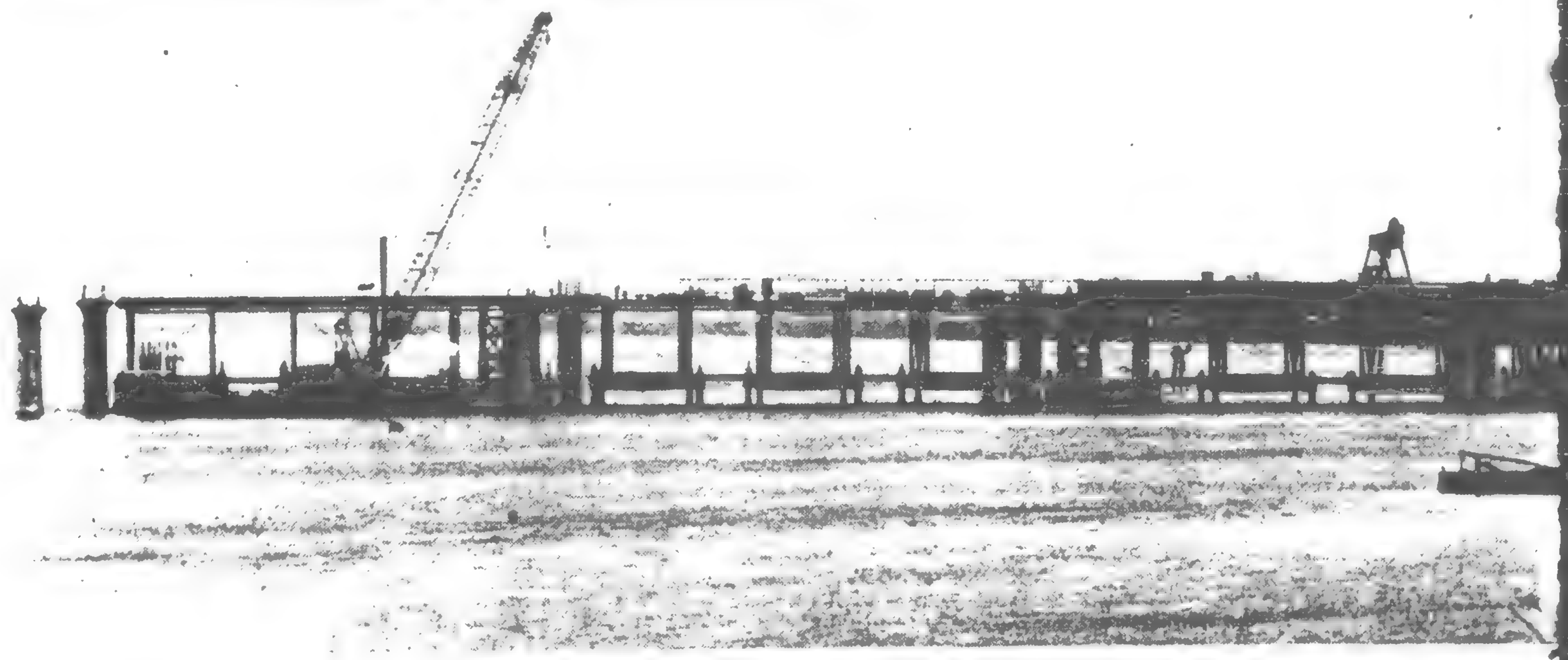
RIVER COUNTRY

Friday, March 14, 1980



Decking the piers

It's falsework time on the Oregon side of the Interstate 2
bridge project. Seven cranes are being used to erect falsewo
that supports concrete forms for the bridge's deck structu
The falsework rests atop temporary 36-inch-diameter ste

ER
COUNTRY

piers

It's falsework time on the Oregon side of the Interstate 205 bridge project. Seven cranes are being used to erect falsework that supports concrete forms for the bridge's deck structure. The falsework rests atop temporary 36-inch-diameter steel pilings driven into the Troutdale river bottom. Concrete pouring begun, and completion of the bri is set for early 1982. *(Staff photo*

RECEIVED
STATE HWY ENGR
MAR 19 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Oregon side of the Interstate 205
es are being used to erect falsework
rms for the bridge's deck structure.
temporary 36-inch-diameter steel

pilings driven into the Troutdale basalt formation beneath the river bottom. Concrete pouring for bridge deck supports has begun, and completion of the bridge's south channel structure is set for early 1982. *(Staff photo by Ralph Perry)*

8862

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1980

Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 21 '80
REFER TO
FOR
Info | Inve: | R/D | D/R | Sign | Act | File

Attention: Earle A. Johnson

copy
8526
8905

Dear Earle:

Filling on Sand Island
Columbia River Bridge Contract
East Portland Freeway
Multnomah County

Your letter of January 3, 1980 and the December 24, 1979 letter of Mr. Brent O. Forsberg, Oregon Department of Fish and Wildlife, relating to "permit violations" and the "lapse of our previously well-established ability to communicate", concerns us very much. With our responsibility to construct and maintain the highway system for the State of Oregon, it is our intention to abide by all permit requirements and regulations that are intended to protect our natural resources.

Mr. Forsberg's letter refers to three separate permits: Numbers RP 2202, RP 2203 and RP 2731. Permit RP 2202 was issued for work near Lemon Island and Permit RP 2731 covered work in the South Channel. Permit RP 2203 was for dredging access channels to the bridge site and the pier construction of the bridge itself. Permit RP 2203 covered the bridge pier construction and the material that was side cast at Sand Island.

As you may recall, RP 2203 was issued in conjunction with the Department of Army Corps of Engineers' Permit, identified by Public Notice 071-OYA-1-001895. That Public Notice was part of and provided the detailed information on our application. Part of the work requested and approved under this permit was for "approximately 700,000 cubic yards of material to be removed and side cast for the bridge piers, the 34 concrete bridge piers within the waterway constructed, the riprap placed around the piers and the dredged material replaced over the riprap". Further requested and approved was the following stipulation concerning the final disposition of the excavated material: "depending upon material suitability, construction sequence, or economic or other factors, all excavated material may be utilized as described or allowed to remain in its side cast position". These conditions were recognized when the permit was issued. No disposal area was specifically prescribed.

It is my understanding the Division of State Lands has a part in the Corps of Engineers' permit-issuing process. When this process is completed, it seems reasonable to assume all the stipulations stated in the Public Notice are approved. It seems reasonable that conditions imposed in a companion permit would not be in conflict with conditions of the Corps' permit for the same work.

The sequence of events that led up to the side casting problem follow:

On September 19, 1979, after a field inspection, the Corps of Engineers issued a Cease and Desist Order to the contractor for the side casting of excess material along the northerly edge of Sand Island. Their reason was that Sand Island is an unauthorized spoil area, thus violating Section 10 of the Rivers and Harbor Act of March 3, 1899, and Section 404 of the Clean Water Act of 1977.

The contractor replied to this on September 26, 1979, contending his operation was within the "literal terms or practical interpretation" of the permit.

By letter of October 12, 1979, the Corps of Engineers agreed with the contractor and formally withdrew their Cease and Desist Order issued September 19, 1979. Their letter of October 12, 1979 indicates they coordinated this situation after-the-fact with the Oregon State Department of Transportation and the Oregon Division of State Lands. The Oregon Department of Transportation approved of the placement of the material and felt the method used met the terms of the contract insofar as the dredging was concerned. The Oregon Division of State Lands requested that immediate steps be taken by Western-Pacific Dredging Corporation to stabilize the upstream portion of the disposal area by use of natural vegetation. We assumed from this request that there were no other objections.

The contractor's letter of September 26, 1979 states that their decision to side cast this material along Sand Island was made only after careful consideration of many factors. Among these are that by placing the material along Sand Island it would not be swept into the boating channel, it will provide a usable beach area, it will be stable, it would not have to be moved again by the next contractor and, probably most important, it has resulted in the least amount of environmental impact. These points are verified by the Port of Portland and the Portland Yacht Club.

Our review indicates that the fill on Sand Island under Permit RP 2203 was properly handled. The Corps of Engineers' Permit No. 001895, Columbia River Dredging and Filling, was reviewed by the Division of State Lands. The Oregon Division of State Lands'

Permit RP 2203 was a companion permit to the Corps' Permit No. 001895. The Corps of Engineers has agreed that the contractor was not in violation of the permit.

We appreciate your bringing this problem to our attention. We do hope that our explanation will satisfy the Oregon Department of Fish and Wildlife concerns about fill on Sand Island. If additional information is needed or a meeting with you seems desirable to further discuss the permit, please advise.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

Attachment

DLT:mw ja

bc H. S. Coulter ✓
E. S. Hunter
C. T. Keasey
Ed Hardt
Al Harwood

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

January 3, 1980

Mr. Don Trout
Dept. of Transportation
223 Transportation Bldg.
Salem, OR 97310

Dear Don:

The enclosed copy of the Oregon Department of Fish and Wildlife's December 24, 1979 letter regarding filling on Sand Island associated with I-205 permits and construction basically represents the Division's position regarding the disposition of the fill. It is unfortunate that somewhere along the line our previously well-established ability to communicate on these matters lapsed.

It is doubtful that significant environmental impacts have occurred. High flows of the Columbia River together with the gentle 5:1 slope should return the area to an acceptable condition.

Please contact me if you have any questions.

Sincerely,

WILLIAM S. COX
Director

Earle A. Johnson

Earle A. Johnson, Supervisor
Environmental Management Unit

EAJ:jms

Encl.

cc: Brent Forsberg, Oregon Dept. of Fish & Wildlife
Roy Schram, Corps of Engineers w/att

1

RECEIVED

ROAD DESIGN
SECTION

2

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

December 24, 1979

Mr. Earle Johnson
Division of State Lands
1445 State Street
Salem, Oregon 97310

RECEIVED
DEC 28 1979
DIVISION OF STATE LANDS

Re: OSHD, I-205 dredging violation

Dear Earle:

We have reviewed the material you sent on the referenced violation and have the following comment and recommendations.

If the Oregon State Highway Division disposed of dredge material on Sand Island 200 feet from the vegetation line during construction of the I-205 bridge, the action was in violation of one of the following permits:

PN 1913 (RP 2202): "material to be placed in highway fills or side cast,"

PN 3230 (RP 2202): "should be placed above the bankline." "Depositing the material within site 0-111.6." (West end of Lemon Island),

PN 1895 (RP 2203): "may be sidecast for later use as backfill," or "shall be removed from the waterway and disposed of above the bankline," and "material will be placed on the upland... or side cast...", or

RP 2731 (PN 2714): "shall be deposited above the bankline behind previously constructed berms", and "placed directly into the roadway fill...".

In no instance was disposal destined for Sand Island within the permits.

However, the area in question is a Corps maintenance dredge spoil site designated in their 1978 plan as 0-112.9. They further indicate that this is an erosion beach and spoils will be used for beach nourishment. Therefore, we would not recommend removal of the material, but;

1) No further filling or spoiling,

2) Contour the spoil material to conform with adjacent banklines, and

3) The beach slope shall be no greater than 5:1.

It is very disappointing to see such a violation where the dredged material is merely "thrown away", especially in light of the purpose of RP 2731, "to obtain 700,000 cubic yards for fill material." In fact, the agencies were asked to approve additional removal under this permit for the need of more material. It seems very inconsistent or uncoordinated then, to see two permits for the same project, one for the disposal of dredge material and one for the use of dredge material. Our response to RP 2731 spoke to the need for that type of coordination.

If we could help you further please call.

Sincerely,

Brent O. Forsberg

Brent O. Forsberg
Staff Biologist
Environmental Management Section

BOF:sw

cc: Collins
DEQ

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-2

19 Sept 1979

Western Pacific Dredging Corp.
ATTN: Mr. Roger Brown
P.O. Box 3320
Portland, OR 97208

RE: No. 003485-V1

Gentlemen:

On 20 August 1979, a field inspection by Corps personnel disclosed that dredged material had been placed along the northern edge of Sand Island, Columbia River Mile, 112.7. Sand Island is not an authorized spoil area, thus the placement of these materials is considered a violation of Section 10 of the River & Harbor Act of 3 March 1899 and Sec. 404 of the Clean Water Act of 1977. Although this work is presumably complete, this letter is to serve as formal notice to cease and desist any further placement of dredged materials in places not specifically authorized by permit.

Our administrative procedures require that we solicit comments from Federal and State resource agencies prior to completing our violation report. In order to make these comments meaningful, we require a written statement from you expressing the reason for placement of the materials, and any mitigating circumstances that prompted conduct of the work in a manner contrary to the Department of the Army permit. Please furnish us your comments within 10 days from the date of this letter.

Your prompt response will lead to a more rapid resolution of this matter. If you have any questions, please contact Mr. John Payne, telephone (503) 221-6995.

Sincerely,

A. J. HEINEMAN
Chief, Navigation Division

CF:
State of Oregon
Dept. of Transportation
U.S. Coast Guard

CF: U. S. Coast Guard

RECEIVED
STATE HWY ENGR
SEP 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
SEP 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8862

TELEPHONE MEMO

Date 1-8-80

Received Call From

Made Call To DSL-Marge

Re: RP 2202 OSHD 167

We got this permit originally for 10,000 cu Yd removal a lower end of Lemon Island, Willamette-Western wanted to dredge along Lemon Island in S. Channel so they took out a permit with [redacted] the same number for some 120,000 cu Yds of dredging so the permit is now actually theirs & they should be responsible for any renewals. I notified DSL-Marge- of this

Donald L.

Signature

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 ~~PHONE 378-3805~~

OREGON STATE
LAND BOARD
VICTOR ATIYEH
[illegible]
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Action

January 3, 1980
P-31
Mr. Donald Trout / Design Office Eng.
223 Transportation Building
Salem, OR 97310

Permit No.: RP 2202
Expiration date: 3-28-80
Please return by: 1-24-80
Fee: $100.00

Dear Mr. Trout:

Your Removal-Fill permit is due to expire soon. If you wish to continue the activity outlined in the permit it will be necessary to renew the permit within the next few weeks. If you plan to do other work or modify your earlier plans, please complete the attached application and send it with suitable maps and drawings, to our office. If any information is needed to update our files it will be checked below. Please return this letter and any information if needed, to our office.

_____An updated application form, with all appropriate information filled in and signed by an authorized person.

_____A map showing the location of the area and landmarks for finding the operation. An example is enclosed.

_____A plan view of the project. This may be hand drawn, an example is enclosed.

_____A cross-section drawing showing the existing area and the proposed alteration. An example is enclosed.

Please contact us if you have any questions involving the permit program or this renewal: Please call Marge Akers at 378-3059.

Sincerely,

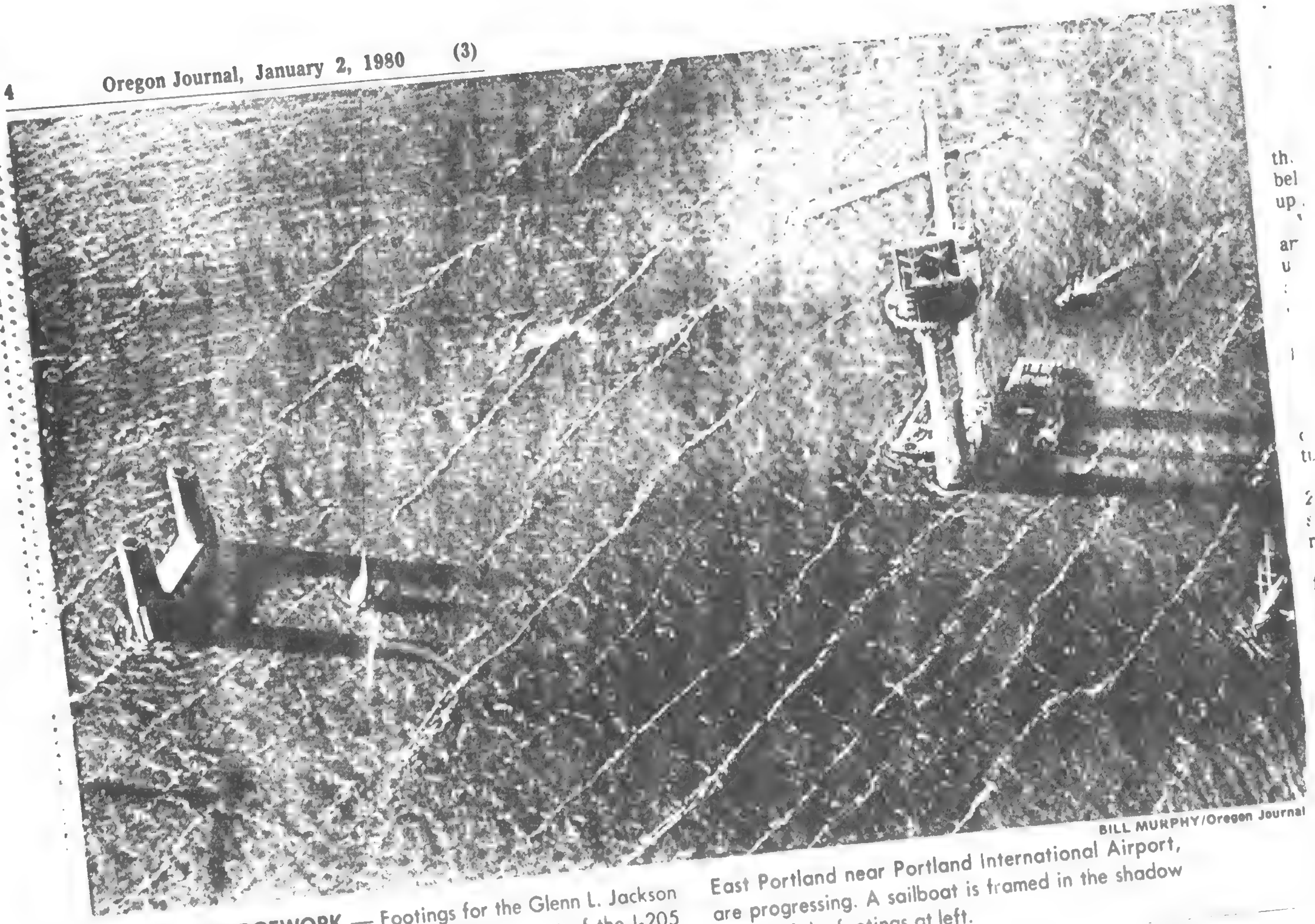
WILLIAM S. COX
Director

Marge Akers
for Stanley F. Hamilton
Waterway Manager

Enclosure

(PLEASE CHECK)

( )I do not wish to renew this permit.
( )Please renew this permit no change in plans.
( )Please renew this permit revised plans attached.

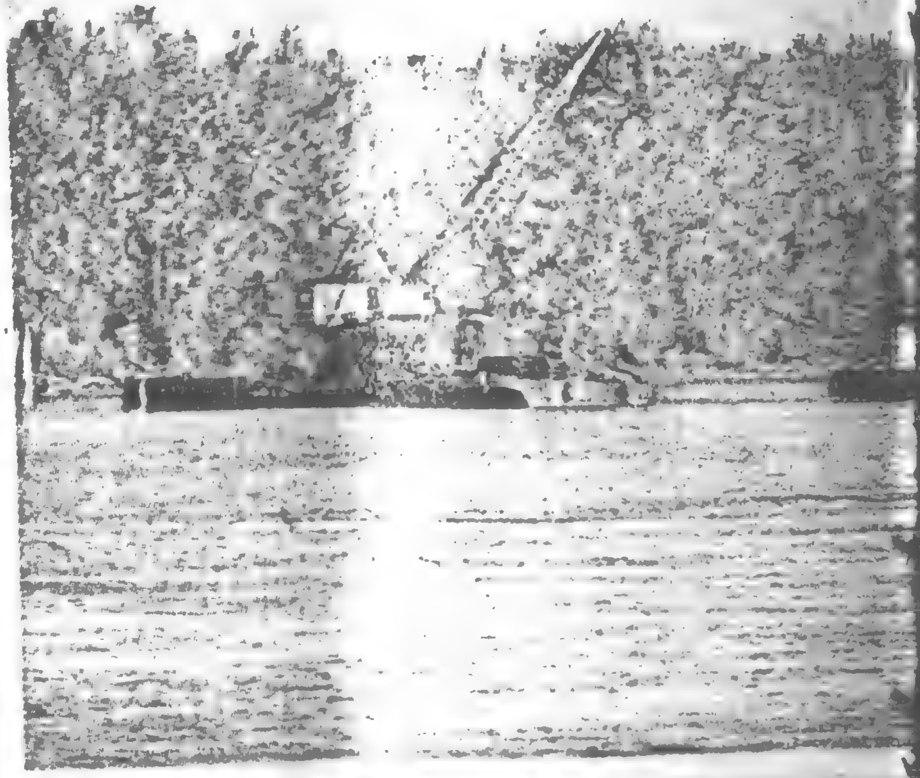


BILL MURPHY/Oregon Journal

BRIDGEWORK — Footings for the Glenn L. Jackson Bridge across the Columbia River, part of the I-205 freeway route that will connect East Vancouver to East Portland near Portland International Airport, are progressing. A sailboat is framed in the shadow of one of the footings at left.

The COLUMBIAN

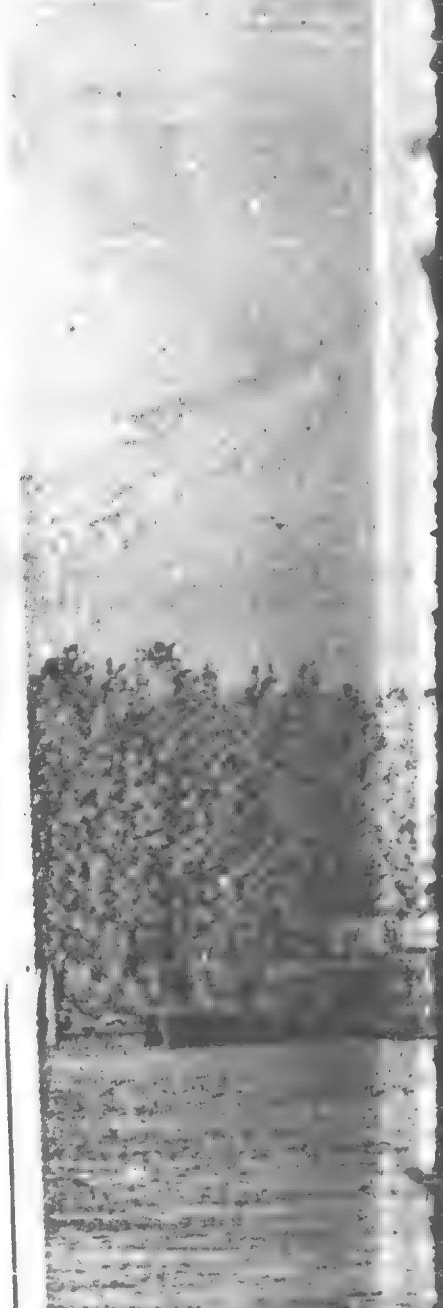
OUR 90TH YEAR No. 27 Friday, Nov. 9, 1979 ©The Columbian 1979, Vancouver, W



Bridging channel Piers for the Interstate 205 bridge, surrou like steel concrete forms, protrude out o channel of the Columbia River. The piers 3,200-foot-long section of the bridge

The COL M

OUR 90TH YEAR No. 27 Friday, Nov. 9, 1979 ©The



Bridging channel

Piers
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IBIAN

©The Columbian 1979, Vancouver, Washington (206) 694-3391

noted
H. S. COULTER

RECEIVED
STATE HWY ENGR
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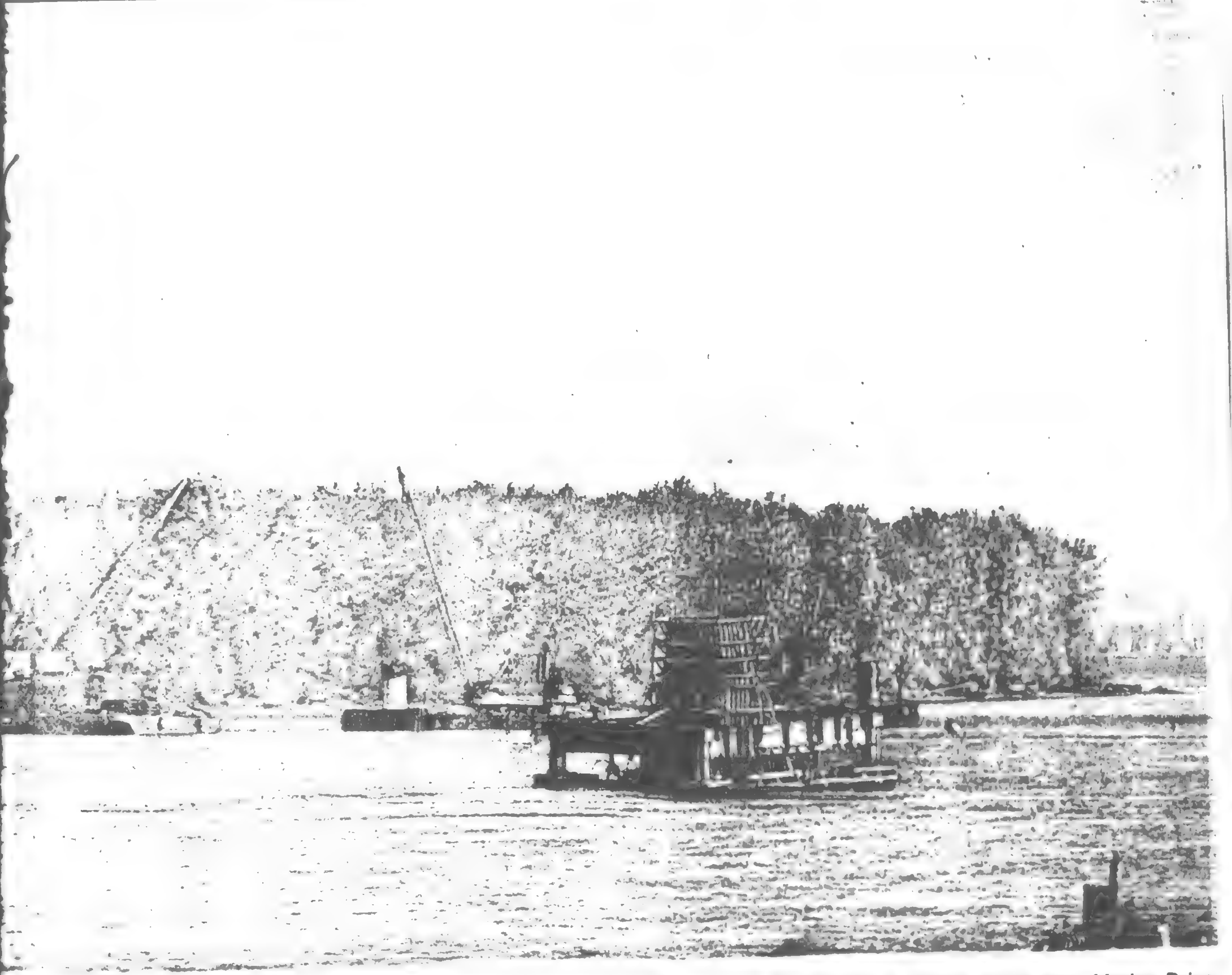
FOR



Piers for the Interstate 205 bridge, surrounded by honey comb-like steel concrete forms, protrude out of the water in the south channel of the Columbia River. The piers here will support the 3,200-foot-long section of the bridge between Government Island and the Oregon shore. Photo, taken from Marine Drive near the Portland International Airport, shows Mt. Hood in the distance. *(Staff photo by Ralph Perry)*

FOSTER L.B.FOSTER COMPANY

REGIONAL HEADQUARTERS:
AIRBORNE BUILDING, SAN FRANCISCO INTERNATIONAL AIRPORT, SAN FRANCISCO, CALIFORNIA 94128
TELEPHONE: (415) 877-1551; TWX/TELEX: 910-371-7175

SP 13428

7-17-79

#8862

TO: State of Oregon
Department of Transportation
~~Highway Administration~~ Bldg.
Salem, Oregon

JOB: I-205 South Channel Bridge
East Multnomah County
Oregon

Dear Sir:

It is with a greal deal of pleasure that we have commenced delivery of material to your property, which is described as above in the County of Multnomah, State of Oregon, and on the order of Contractor

Willamette Western Corp.
P.O. Box 3320
Portland, OR 97220

Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the twenty-eighth day of June 1979, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

SOLD TO: Willamette Western Corp.
6800 NE 112th
Portland, OR 97220

Very truly yours,

A. M. Roberts

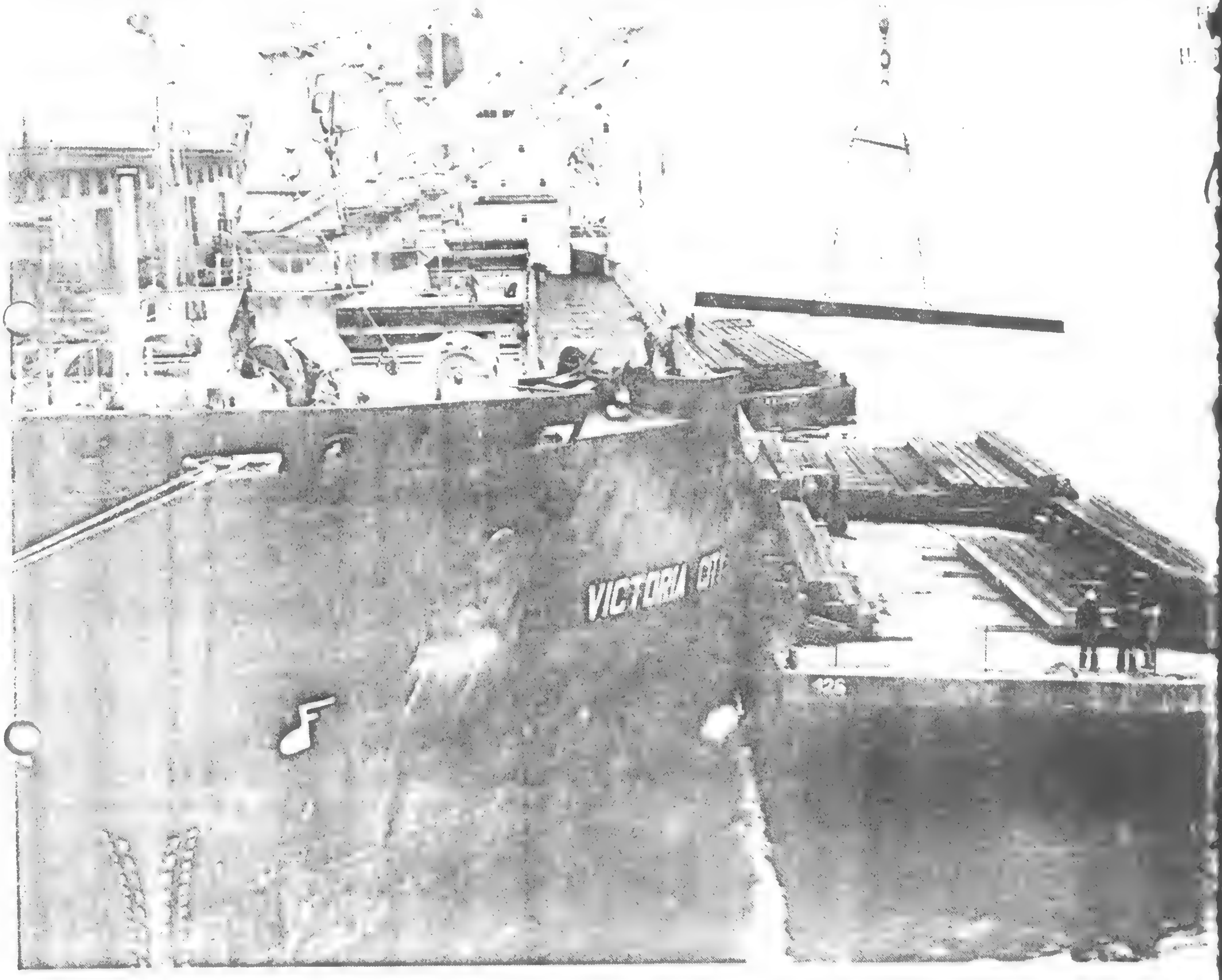
A. M. Roberts
Credit Manager

NOTED
C. W. HEAD

RECEIVED
JUL 17 1979
CONSTRUCTION
BRANCH

Richmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Imlaa
Widmer
Schauer
Church

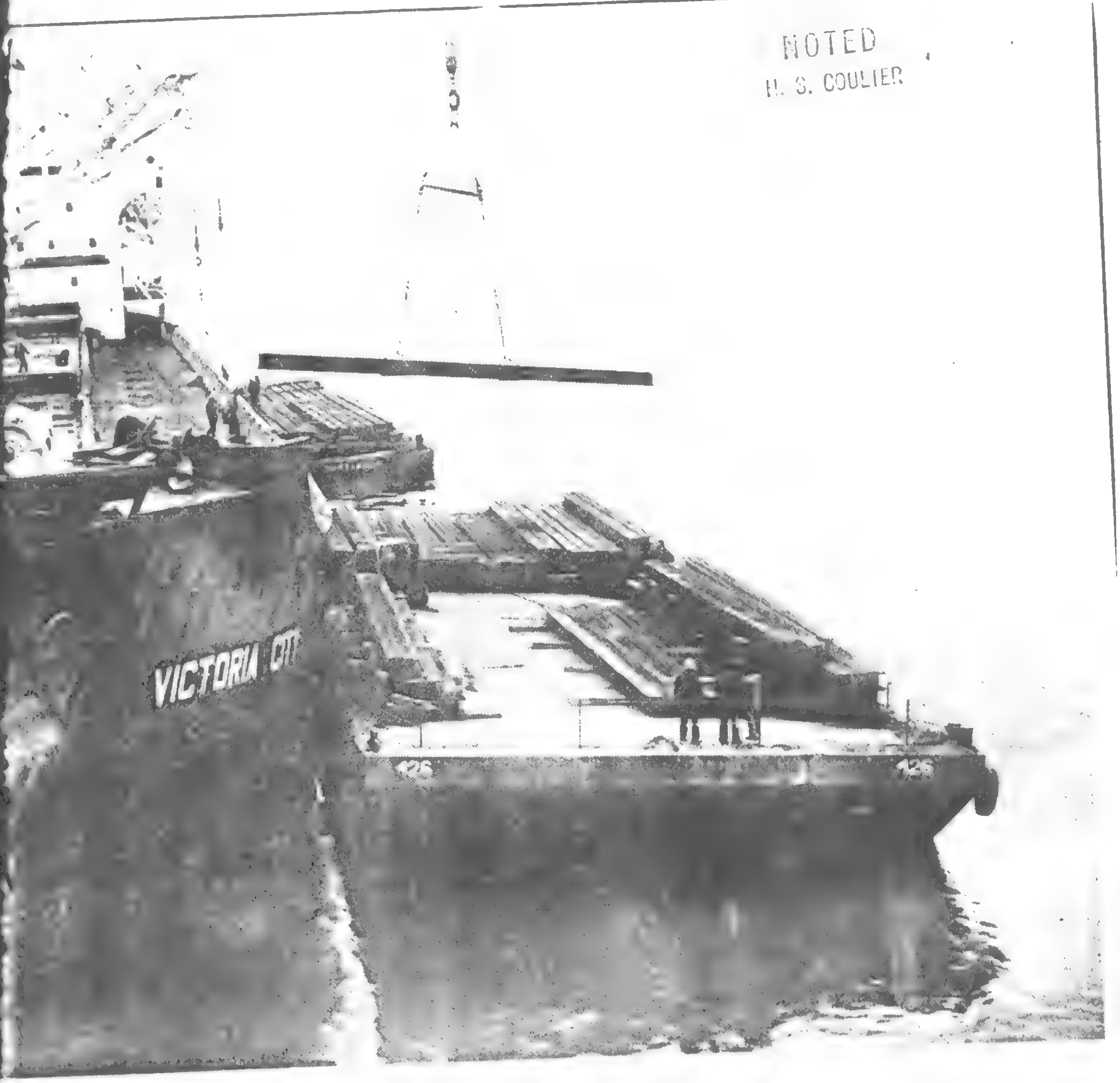
COLUMBIAN Tuesday, May 1, 1979
Vancouver, Wash.



The bridge steel

terstate 205 is getting an international bridge. his load of German-made bearing piling was ansferred from a British ship to a barge for the final leg of its trip. This is not the first international material for the bridge, according to Port of Vancouver officials. Various steel shipments have been im over the past 18 mo Coughlan)

NOTED
H. S. COULIER



The bridge steel

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was
for

the final leg of its trip. This is not the first international material for the bridge, according to Port of Vancouver officials. Various steel shipments have been imported through Vancouver over the past 18 months. *(Staff photo by Jerry Coughlan)*

8862

8

File

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

SP 13196

TO: State of Oregon
DEPT. of Transportation
Salem, Oregon

JOB: I 205 South Channel Bridge
Structure
*8862

Dear Sir:

It is with a greal deal of pleasure that we have commenced delivery of material to your property, which is described as above in the County of ___________, State of Oregon, and on the order of Contractor

Willamette Western Corp.
P.O. Box 03190
Portland, OR 97203

Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the Eighth day of March 19 79, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

SOLD TO: Willamette Western Corp.
P.O. Box 03190
Portland, OR 97203

Very truly yours,

A. M. Roberts

A. M. Roberts
Credit Manager

NOTED
C. W. HEAD
3/29/79

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

Ben C. Gerwick, Jr.
500 Sansome Street
San Francisco, CA 94111

Columbia River (I-205) Bridge
South Channel Structure
Construction Consultant Agreement
Misc. C & A 6823

In accord with our telephone conversation today, attached is a revised Exhibit A for the subject agreement.

Although this change is minor, it satisfies requirements of the Federal Highway Administration.

Please replace the existing Exhibit A in your copy of the agreement with this revision.

Original Revised Exh. attached to agree.
Xerox copy made for this letter -

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Bridge Engineer

RWE:dh
Attachment

cc Federal Highway Administration /w/ attach.
C. W. Head /w/ attach.
V. E. Skoog /w/ attach.
A. C. Harwood /w/ attach.

Revised (Original fees in agreement)

EXHIBIT A

Personal Rates:

$102.00 per hour, including travel time, but not to exceed 8 hours in any one calendar day.

Services of Harold V. Anderson, Consulting Engineer, Associate, $64.00 per hour.

Non-personal:

Reimbursement at cost for all travel expenses, including board and lodging and necessary out-of-pocket expenses, and long distance telephone calls, telexes, cables, et cetera.

All air travel shall be first class.

Reimbursement at cost for reproduction services.

Rates are subject to review and adjustment on January 1, 1980 and yearly thereafter to reflect changes in the Consumer Price Index as published by the U. S. Bureau of Labor Statistics.

Estimate of Cost

Job Site Inspection:

Personal:		
Consultant: 250 hours @ $102	=	$25,000
Travel & Subsistence	=	4,175
Subconsultant: 80 hours @ $64	=	5,120
Travel & Subsistence	=	650
Equipment rent, telephone, misc.	=	1,625
Special Problems, Plan Review, Etc:		
Consultant: 80 hours @ $102	=	8,160
Subconsultant: 40 hours @ $64	=	2,260
Equipment rent, telephone, misc.	=	1,000
Total Estimated Amount	=	$49,000

d

EXHIBIT A

Personal Rates:

$102.00 per hour, including travel time, but not to exceed 8 hours in any one calendar day.

Services of Harold V. Anderson, Consulting Engineer, Associate, $64.00 per hour.

Non-personal:

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All air travel shall be first class.

Reimbursement at cost for reproduction services.

Rates subject to review and adjustment on January 1, 1979 and yearly thereafter to reflect changes in costs commensurate with general level of changes in the State of Oregon for the period in question.

Estimate of Cost

Job Site Inspection:

Personal:		
Consultant:	250 hours @ $102	= $25,000
	Travel & Subsistence	= 4,175
Subconsultant:	80 hours @ $64	= 5,120
	Travel & Subsistence	= 650
Equipment rent, telephone, misc.		= 1,625
Special Problems, Plan Review, Etc:		
Consultant:	80 hours @ $102	= 8,160
Subconsultant:	40 hours @ $64	= 2,260
Equipment rent, telephone, misc.		= 1,000
Total Estimated Amount		= $49,000

d

#5122 4

TELEGRAPHIC MESSAGE

NAME OF AGENCY FEDERAL HIGHWAY ADMINISTRATION OFFICE OF CHIEF COUNSEL 400 7th Street, SW. Washington, D.C. 20590	PRECEDENCE ACTION: Priority INFO: Routine	SECURITY CLASSIFICATION
ACCOUNTING CLASSIFICATION	DATE PREPARED 12/21/78	TYPE OF MESSAGE ☒ SINGLE ☐ BOOK ☐ MULTIPLE-ADDRESS
FOR INFORMATION CALL		
NAME RUTH R. JOHNSON	PHONE NUMBER 426-0781	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED *(Use double spacing and all capital letters)*

TO: BRUCE E. DAVIS, ESQUIRE
BETHLEHEM STEEL CORPORATION
BETHLEHEM, PENNSYLVANIA

DEAR MR. DAVIS:

THIS IS IN RESPONSE TO YOUR TELEGRAM OF DECEMBER 15, 1978, CONCERNING APPLICATION OF SECTION 401 "BUY AMERICAN" TO A PROPOSED CONTRACT FOR THE COLUMBIA RIVER S. CHANNEL BRIDGE ON I-205.

SECTION 401 PROVIDES IN EFFECT THAT FEDERAL FUNDS MAY NOT BE OBLIGATED AFTER NOVEMBER 6, 1978, THE EFFECTIVE DATE OF THE ACT, UNLESS THE BUY AMERICAN PROVISIONS ARE COMPLIED WITH.

SECTION 106 OF TITLE 23 U.S.C. PROVIDES THAT APPROVAL OF PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR A PROJECT SHALL CONSTITUTE A CONTRACTUAL OBLIGATION OF THE FEDERAL GOVERNMENT FOR THE PAYMENT OF ITS PROPORTIONAL CONTRIBUTION THERETO. THE FEDERAL HIGHWAY ADMINISTRATION AUTHORIZATION TO ADVERTISE FOR BIDS MAY BE GIVEN SIMULTANEOUSLY WITH OR SUBSEQUENT TO PS&E APPROVAL.

OUR DIVISION OFFICE ADVISED US THAT THE COLUMBIA RIVER BRIDGE PROJECT RECEIVED PS&E APPROVAL AND WAS AUTHORIZED FOR ADVERTISEMENT ON SEPTEMBER 6, 1978.

NOTED
F. D. KLABOE

NOTED
E. S. HUNTER

cc Klaboe
Coulter
Soltis
Hochnny

RECEIVED
TECHNICAL SERVICES
JAN 12 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PAGE NO.	NO. OF PGS.	SECURITY CLASSIFICATION
1	2	

TELEGRAPHIC MESSAGE

NAME OF AGENCY
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF CHIEF COUNSEL
400 7th Street, SW., Wash., D.C. 20590

PRECEDENCE
ACTION: PRIORITY
INFO: ROUTINE

SECURITY CLASSIFICATION

ACCOUNTING CLASSIFICATION

DATE PREPARED 12/21/78

TYPE OF MESSAGE
☒ SINGLE
☐ BOOK
☐ MULTIPLE-ADDRESS

FOR INFORMATION CALL
NAME RUTH R. JOHNSON
PHONE NUMBER 426-0781

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED *(Use double spacing and all capital letters)*

TO:

THUS, THE FUNDS FOR THIS PROJECT WERE OBLIGATED BEFORE THE ENACTMENT OF SECTION 401.

SINCERELY YOURS,

LORENZO CASANOVA
CHIEF COUNSEL

SECURITY CLASSIFICATION

PAGE NO.

NO. OF PGS.

STANDARD FORM 14
REVISED AUGUST 1967
GSA FPMR (41 CFR) 101-35.306

☆ GPO : 1967 OF—300-436 (8-H)

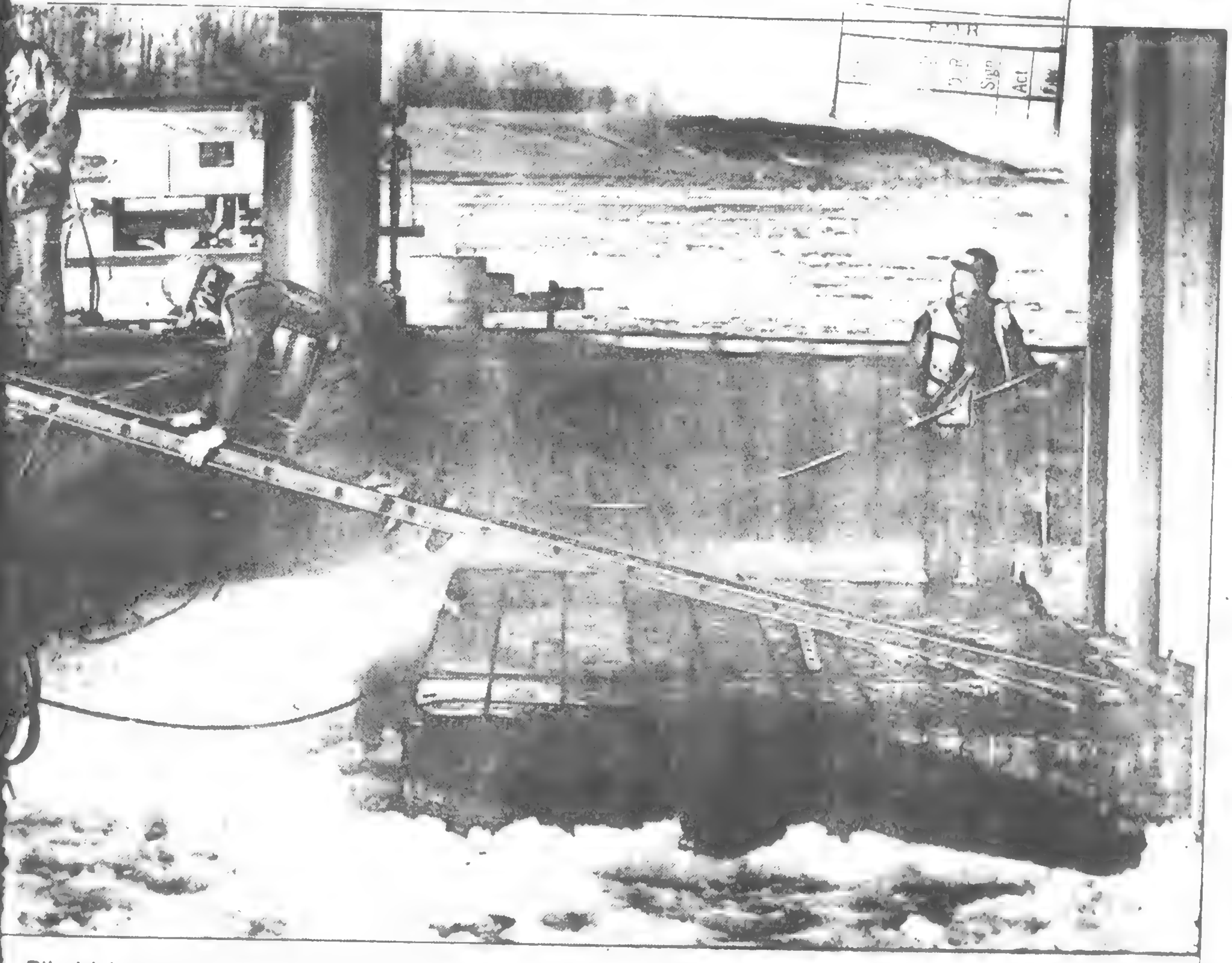
14-306

Easy does it in the ice

Piledriving crewmen moved gingerly about the site of an Interstate 205 Bridge pier Wednesday, hampered by the cold weather and ice floating in the Columbia River. Piledriving operations have resumed on the project, but concrete pouring is not to start again until next week. Ic closed the construction work for weeks. *(Staff (Staff Photo by Ralp*

IVED
WY ENGR
24 '79
FER TO
FOR
Sig Act

14 (The COLUMBIAN) Thursday, Jan. 18, 1979
Vancouver, Wash.



Piledriving crewmen moved gingerly about the site of an Interstate 205 Bridge pier Wednesday, hampered by the cold weather and ice floating in the Columbia River. Piledriving operations have resumed on the project, but concrete pouring is not scheduled to start again until next week. Icy weather closed the construction work for about two weeks. *(Staff (Staff Photo by Ralph Perry).*

NOTED
H. S. COULTER

#9862

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

Fran

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Consultant Engineering Agreement
Project No. I-205-7(65)314
Columbia River (S. Channel) Bridge Section
Multnomah County

Enclosed for your approval are two fully executed copies of an agreement between the State Highway Division and Ben C. Gerwick, Consultant Engineer, for the performance of a portion of the construction engineering on the subject project.

The specific rate of compensation specified by this agreement is the appropriate method of compensating the Consultant for his work because it will be accomplished on a demand basis. Lump sum, cost per unit of work, and cost plus net fee are not appropriate methods of payment for this type of work.

We further request the following:

1) Authorization to proceed with work by the Consultant at an estimated total cost of $49,000 which will not require an additional obligation in federal funds for the project.

2) The return of one copy of the consultant agreement approved for our files.

CL:tmw
Enc.
cc: E. S. Hunter
V. E. Skoog
W. J. Hart
C. W. Head ✓
A. C. Harwood

C. W. H

#8862

Walt Hart Attn: Bob Ellison
Bridge Section

January 8, 1979

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 6823

Attached are two copies of a fully executed agreement with Ben C. Gerwick, Jr., for engineering consulting services during the construction of the South Channel Structure of the I-205 Bridge.

It is my understanding that you will transmit to Mr. Gerwick a copy and retain the xerox copy for your files. We have retained an original fully executed copy for the Transportation Commission's files.

fkn
Atts.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

AGENDA
DEC 19 1978
1 e

DATE: December 4, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Construction Consultant Agreement
Columbia River (I-205) Bridge
S. Channel Structure, Bridge 16188
Multnomah County

A construction consultant agreement has been negotiated with Ben C. Gerwick, Jr., Consulting Engineer, for engineering consulting services during the construction of the South Channel structure for the subject bridge.

Exemption from the usual consultant selection process has been received for this agreement from the Department of General Services. Exemption was based on Mr. Gerwick's familiarity with the project through ongoing consulting on the Main Channel structure and his recognized international expertise in the field of prestressed concrete.

The maximum cost under this agreement is $49,000. It will be financed from engineering funds authorized for construction of the structure.

The agreement has received preliminary verbal approval from the Federal Highway Administration.

I request your authority to proceed with this agreement which will be on the consent calendar for the December meeting.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
W. J. Hart
Al Harwood
E. L. Hardt
V. E. Skoog
George Bell

NOTED
C. W. HEAD

S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

NOTED
H. S. COULTER

December 29, 1978

IN REPLY REFER TO
HDA-OR/INQ-819

Mr. Kenneth S. Kramer
Fried, Frank, Harris, Shriver & Kampelman
600 New Hampshire Avenue NW., Suite 1000
Washington, D.C. 20037

Dear Mr. Kramer:

The following information is in response to your December 21 letter, 8148.001:

1. This office approved the plans, specifications, and estimate for this project on September 6, 1978. Enclosed are copies of the State's August 31 request letter and our September 6 approval/authorization form, PR-1240.

2. At the time the Columbia River Bridge (South Channel) project plans, specifications, and estimate were approved and funds were obligated, the State had over $136 million of unobligated Interstate funds. Funds obligated for this project at the time were approximately $40 million. From this, you can see that more than adequate apportionment was available to the State of Oregon to cover this project.

RECEIVED
STATE HWY ENGR
JAN 2 - '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1-2-79
cys Klaboe
Hunter
Hart
Hardt
Harwood
Mochany

Sincerely yours,

Original Signed By
G. L. Green
Division Administrator

G. L. Green
Division Administrator

Enclosures
Ltr, 8-31-78, ODOT to FHWA
Form PR-1240 dtd 9-6-78

C.C. W/CY KRAMER 12-21-78 LTR:
OSHD (COULTER)
CC W/CY ENCLS &
CY KRAMER 12-21-78 LTR:
WASH DC (HCC-50, RUTH JOHNSON)
REGION (HRC-010.1 JAMES ZOTTER)

FRIED, FRANK, HARRIS, SHRIVER & KAMPELMAN
SUITE 1000
600 NEW HAMPSHIRE AVENUE, N. W.
WASHINGTON, D. C. 20037

(202) 342-3500
CABLE "STERIC WASHINGTON"
TELEX 892406

FELIX S. COHEN (1932-1953)

RICHARD B. BERRYMAN
DAVID E. BIRENBAUM
JAMES B. BLINKOFF
MILTON EISENBERG
JOEL R. FEIDELMAN
HAROLD P. GREEN
WILLIAM JOSEPHSON
MAX M. KAMPELMAN
KENNETH S. KRAMER

ARTHUR LAZARUS, JR.
FRANCIS J. O'TOOLE
HARVEY L. PITT *
MELVIN RISHE
MARCUS A. ROWDEN
RICHARD SCHIFTER
SARGENT SHRIVER
DANIEL M. SINGER

WILLIAM P. ALFORD
EDWARD JAY BECKWITH
HARVEY N. BERNSTEIN
JOHN T. BOESE
MARY M. CHEH
ROBERT J. CYNKAR
S. BOBO DEAN
JUNE MUMFORD GERTIE
THEODORE C. HIRT
WILLIAM B. HOFFMAN
DENNIS M. HORN
CAROL HERNDON ISRAEL
MARTIN A. KAMARCK
JONATHAN L. KEMPNER
JAY R. KRAEMER

CATHERINE R. MACK
DAVID J. MARTIN
ELLEN E. MEISELS
JOSEPH J. PETRILLO
DENNIS J. RILEY
VICTOR A. D. ROSTOW
VANESSA RUIZ
LAWRENCE R. SIDMAN
WILLIAM E. SUDOW
W. RICHARD WEST, JR.
LeROY W. WILDER
JULIE L. WILLIAMS
ERIC J. ZAHLER
LEONARD A. ZAX

FREDERICK SASS, JR.
PAUL SHNITZER
COUNSEL

* NOT ADMITTED IN D. C.

FRIED, FRANK, HARRIS,
SHRIVER & JACOBSON

120 BROADWAY
NEW YORK, N. Y. 10005
[illegible]
TELEX [illegible]

3 KING'S ARMS YARD
LONDON, EC2R 7AD, ENGLAND
[illegible]
TELEX 887606

WRITER'S DIRECT NUMBER IS
342-3594

OUR REFERENCE
8148.001

December 21, 1978

Mr. Glenn L. Green
Division Administrator
Federal Highway Administration
Suite 100, The Equitable Center
530 Center Street
Salem, Oregon 97301

Re: South Channel Bridge
Section of the Columbia River Bridge

Dear Mr. Green:

This will confirm our telephone conversations today in which I asked for the following information and documents pertaining to the project known as the South Channel Bridge Section of the Columbia River Bridge:

1. The date on which the Federal Highway Administration authorized the State of Oregon to proceed with said project, and copies of the documents asking for and reflecting such authorization;

2. The status and adequacy of the "apportionment" or other Federal funding available to Oregon for such project both before and after such date, and copies of such documents as are reasonably available reflecting such information.

I greatly appreciate the attention you have already given my quest for knowledge in this area, and I thank you in advance for your prompt response to this letter.

With best wishes for the holiday season.

Sincerely,

Kenneth S. Kramer

8862

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Arvey Nelson
SAIF
Fran

December 22, 1978

Willamette-Western Corporation
P. O. Box 03190
Portland, OR 97203

Gentlemen:

The Oregon Transportation Commission on December 21 accepted your proposal for the Columbia River Bridge (S. Channel Bridge) on the East Portland Freeway in Multnomah County for the sum of $35,688,000 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8862.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1981.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

88b

TELEGRAPHIC MESSAGE

NAME OF AGENCY
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF CHIEF COUNSEL
400 7th Street, SW.
Washington, D.C. 20590

PRECEDENCE
ACTION: Priority
INFO: Routine

SECURITY CLASSIFICATION

ACCOUNTING CLASSIFICATION

DATE PREPARED
12/21/78

TYPE OF MESSAGE
☒ SINGLE
☐ BOOK
☐ MULTIPLE-ADDRESS

FOR INFORMATION CALL
NAME: RUTH R. JOHNSON
PHONE NUMBER: 426-0781

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED *(Use double spacing and all capital letters)*

TO: BRUCE E. DAVIS, ESQUIRE
BETHLEHEM STEEL CORPORATION
BETHLEHEM, PENNSYLVANIA

DEAR MR. DAVIS:

THIS IS IN RESPONSE TO YOUR TELEGRAM OF DECEMBER 15, 1978, CONCERNING APPLICATION OF SECTION 401 "BUY AMERICAN" TO A PROPOSED CONTRACT FOR THE COLUMBIA RIVER S. CHANNEL BRIDGE ON I-205.

SECTION 401 PROVIDES IN EFFECT THAT FEDERAL FUNDS MAY NOT BE OBLIGATED AFTER NOVEMBER 6, 1978, THE EFFECTIVE DATE OF THE ACT, UNLESS THE BUY AMERICAN PROVISIONS ARE COMPLIED WITH.

SECTION 106 OF TITLE 23 U.S.C. PROVIDES THAT APPROVAL OF PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR A PROJECT SHALL CONSTITUTE A CONTRACTUAL OBLIGATION OF THE FEDERAL GOVERNMENT FOR THE PAYMENT OF ITS PROPORTIONAL CONTRIBUTION THERETO. THE FEDERAL HIGHWAY ADMINISTRATION AUTHORIZATION TO ADVERTISE FOR BIDS MAY BE GIVEN SIMULTANEOUSLY WITH OR SUBSEQUENT TO PS&E APPROVAL.

OUR DIVISION OFFICE ADVISED US THAT THE COLUMBIA RIVER BRIDGE PROJECT RECEIVED PS&E APPROVAL AND WAS AUTHORIZED FOR ADVERTISEMENT ON SEPTEMBER 6, 1978.

NOTED
E. B. HUNTER
1-12-79
cc Klabosc
Coulter
Sollis
Hochnung
Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SECURITY CLASSIFICATION

PAGE NO. 1
NO. OF PGS. 2

STANDARD FORM 14
REVISED AUGUST 1967
GSA FPMR (41 CFR) 101-35.306

☆ GPO : 1967 OF—300-486 (8-H)

14-305

TELEGRAPHIC MESSAGE

NAME OF AGENCY FEDERAL HIGHWAY ADMINISTRATION OFFICE OF CHIEF COUNSEL 400 7th Street, SW., Wash., D.C. 20590	PRECEDENCE ACTION: PRIORITY INFO: ROUTINE	SECURITY CLASSIFICATION
ACCOUNTING CLASSIFICATION	DATE PREPARED 12/21/78	TYPE OF MESSAGE ☒ SINGLE ☐ BOOK ☐ MULTIPLE-ADDRESS
FOR INFORMATION CALL		
NAME RUTH R. JOHNSON	PHONE NUMBER 426-0781	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED *(Use double spacing and all capital letters)*

TO:

THUS, THE FUNDS FOR THIS PROJECT WERE OBLIGATED BEFORE THE ENACTMENT OF SECTION 401.

SINCERELY YOURS,

Lorenzo Casanova

LORENZO CASANOVA
CHIEF COUNSEL

PAGE NO.	NO. OF PGS.	SECURITY CLASSIFICATION

STANDARD FORM 14
REVISED AUGUST 1967
GSA FPMR (41 CFR) 101-35.306

★ GPO : 1967 OF—300-486 (9-H)

14-300

8862

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 18, 1978

E S Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

Bruce E. Davis, Commercial Counsel and Assistant Secretary, Bethlehem Steel Corporation, Bethlehem, Pennsylvania, called this morning and discussed with Jack Sollis and I the application of the "Buy America" clause to the Columbia River South Channel Bridge project.

We discussed the application of the Act and the meaning of the phrase "...shall not obligate any funds authorized to be appropriated by this Act..." We indicated to Mr. Davis that the South Channel Bridge project obligated Federal funds by PS&E action on September 6, 1978; was advertised for contract letting on September 14, 1978; and the "Buy America" clause, therefore, did not apply to the project.

Mr. Davis, with that information in hand, is going to request confirmation that "Buy America" does not apply to the South Channel project from Mr. Lee J. Burstyn, Office of the Chief Counsel, Federal Highway Administration. Mr. Davis has agreed to advise us of the outcome of his discussion with Mr. Burstyn.

ESH:ja

cc F. B. Klaboe
Jack Sollis
J. H. Versteeg
Walt Hart

RECEIVED
DOT OPERATIONS
DEC 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Bethlehem Steel Corporation

BETHLEHEM, PA 18016

LAW DEPARTMENT

C. H. BARNETTE
VICE PRESIDENT, LAW AND GENERAL COUNSEL
E. E. BUCHANAN
ASSISTANT VICE PRESIDENT, LAW AND ASSISTANT GENERAL COUNSEL
M. HEMPHILL, JR.
ASSISTANT GENERAL COUNSEL AND ASSISTANT SECRETARY

WRITER'S DIRECT DIAL NUMBER:
(215)694-2336

D. M. BECKWITH
C. W. CAMPBELL, JR.
B. E. DAVIS
M. J. DELANEY
F. S. DICKERSON, III
H. A. FELDMAN
W. H. GRAHAM
B. C. GREEN
J. T. HAND, JR.
J. I. IVERSON
J. R. KELLEY, JR.
M. LEACH
D. A. MACDONALD
J. P. McCONVILLE *
H. M. McCORMACK *
P. V. MILLER
K. M. MILLS
W. B. NOLL
C. H. NORVILLE
J. J. O'KEEFE
L. D. PATTERSON
E. C. PERKINS
B. W. ROBBINS
R. W. ROBINSON
J. J. SELKO
R. W. STEFL
T. B. WHITLEY
C. A. WILKINSON
*NEW YORK OFFICE

December 15, 1978

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Technical Services Engineer
Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Section 401 "Buy American"
Surface Transportation Assistance
Act of 1978

Dear Mr. Hunter

This letter confirms that a telegram as follows was dispatched to your office this date regarding the above subject:

"By Informational Letter dated December 8, 1978, you advised Plan Holders for this project that the provisions of said Act will not be applicable to the contract on the "Columbia River Bridge (S. Channel Bridge) Section."

Bethlehem Steel Corp., a producer of structural steel, including H-piling, is an interested party in this matter because we are informed that approximately 7,000 tons of H-piling will be required for this project.

On November 15, 1978, Karl S. Bowers, Federal Highway Administrator, issued an "Emergency Regulation" to implement Section 401, "Buy American" of the Surface Transportation Assistance Act of 1978. Section 401 provides, with exception, that funds authorized by the Act may not be obligated for highway projects unless materials are of United States origin.

The effective date of this emergency regulation is November 6, 1978.

It is our understanding that this project, for which bids are to be opened and read on December 21, 1978 are subject to the Federal Highway Administrator's November 15, 1978 emergency regulation.

RECEIVED
TECHNICAL SERVICES

DEC 18 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

We shall be in contact with the Office of the Chief Counsel of the Federal Highway Administration, and the Oregon State Highway Division on Monday, December 18, 1978, to confirm that this project may not proceed unless the provisions of Section 401 of the Act and the Emergency Regulation of November 15, 1978 are complied with."

Sincerely,

Bruce E. Davis,
Commercial Counsel and
Assistant Secretary

BED:hc

f sections 13(c) and 3(e)(4) of this Act shall
rojects under this section.".

NTERCITY BUS SERVICE

Mass Transportation Act of 1964 is amended
ereof the following new section:

INTERCITY BUS SERVICE

cretary is authorized to make grants for the
or continuation of intercity bus service for
nd residents of urban places designated by the
having a population of five thousand or more
urbanized area as defined in section 12 of this
ection and subsection (b) of this section, the
e' means transportation provided to the public
r authorized to transport passengers in inter-
nterstate Commerce Commission or in intra-
te regulatory commission or comparable State
urban place as designated under this subsec-
rban place, (2) between an urban place desig-
this subsection and an urbanized area, or (3)
rea and another urbanized area, through rural
both. Such term does not include local service.
initiation, improvement, or continuation of
er subsection (a) of this section shall be made
public bodies and agencies thereof, only for
penses incurred in furnishing such intercity
exceed 50 per centum of the net cost of such
oject. The remainder of such cost shall be pro-
ces other than Federal funds and other than
r than revenues from the operation of such
h grants shall be subject to such other terms,
ents as the Secretary may deem necessary to
improvement, or continuation of privately
ercity bus service. To the maximum extent
be distributed by the Secretary only for pri-
bus companies to subsidize deficit operations
lity of the route as a whole. The determination
ude all income generated by the route and only
tion of the route. In making any such grant,
to a private bus operator who lawfully has
rvice to a rural area or urban place during the
ng the date of application for such a grant
general area for which financial assistance is
other operator to provide such service in such

ed to be appropriated to carry out subsections
on not to exceed $30,000,000 per fiscal year for
ding September 30, 1979, September 30, 1980,
September 30, 1982.

"(d) The Secretary shall, in cooperation with States, local public bodies, and intercity bus carriers, make an evaluation of the needs of the intercity bus industry for public subsidy of expenses incurred in the provision of intercity bus service as it serves local transportation needs in areas other than urbanized areas. The Secretary shall, not later than September 30, 1979, report to Congress the results of this evaluation together with his recommendations for necessary legislation.

"(e) The provisions of section 13(c) and 3(e)(4) of this Act shall apply in carrying out projects under this section.".

TITLE IV

BUY AMERICA

SEC. 145. (a) Notwithstanding any other provision of law, the Secretary of Transportation shall not obligate any funds authorized to be appropriated by this Act or by any Act amended by this Act and administered by the Department of Transportation, whose total cost exceeds $500,000 unless only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantialy all from articles, materials, and supplies mined, produced, or manufactured, as the case may be, in the United States, will be used in such project.

(b) The provisions of subsection (a) of this section shall not apply where the Secretary determines—

(1) their application would be inconsistent with the public interest;

(2) in the case of acquisition of rolling stock, their application would result in unreasonable cost (after granting appropriate price adjustments to domestic products based on that portion of project cost likely to be returned to the United States and to the States in the form of tax revenues;

(3) supplies of the class or kind to be used in the manufacture of articles, materials, supplies that are not mined, produced, or manufactured in the United States in sufficient and reasonably available quantities and of a satisfactory quality; or

(4) that inclusion of domestic material will increase the cost of the overall project contract by more than 10 per centum.

TITLE V—HIGHWAY REVENUE ACT OF 1978

SEC. 501. SHORT TITLE.

This title may be cited as the "Highway Revenue Act of 1978".

SEC. 502. 5-YEAR EXTENSION OF THE TAXES WHICH ARE TRANSFERRED INTO THE HIGHWAY TRUST FUND.

(a) General Rule.—The following provisions of the Internal Revenue Code of 1954 are amended by striking out "1979" each place it appears and inserting in lieu thereof "1984":

(1) Section 4041(e) (relating to rate reduction).

(2) Section 4061(a)(1) (relating to imposition of tax on trucks, buses, etc.).

(3) Section 4061(b)(1) (relating to imposition of tax on parts and accessories).

P.S. & E. Date Sept. 6, 1978
To add on Sept. 14, 1978

Western Union Telegram

11:52 A.M.

RECEIVED
TECHNICAL SERVICES
DEC 15 '78
REFER TO
FOR

DEC 15 10 31 AM '78

WU TLX A PTL
WU AGENT SAM
955A PST DEC 15 1978
N PRB166(1235)(1-008602A349)PD 12/15/78 1226
TWX BSCO BETH
007 DLY AVAA 3846 BETHLEHEM PA 12/15/78
PMS MR E S HUNTER TECHNICAL SERVICES ENGINEER
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM OR 97310

CC: LEE J. BURSTYN, OFFICE OF THE CHIEF COUNSEL,
FEDERAL HIGHWAY ADMINISTRATION
400 SEVENTH ST SW,
WASHINGTON, D.C.

SUBJECT: SECTION 401, "BUY AMERICAN"
SURFACE TRANSPORTATION ASSISTANCE ACT OF 1978

BY INFORMATIONAL LETTER DATED DECEMBER 8, 1978, YOU ADVISED PLAN HOLDERS FOR THIS PROJECT THAT THE PROVISIONS OF SAID ACT WILL NOT BE APPLICABLE TO THE CONTRACT ON THE "COLUMBIA RIVER BRIDGE (S.CHANNEL BRIDGE) SECTION."

BETHLEHEM STEEL CORP., A PRODUCER OF STRUCTURAL STEEL, INCLUDING H-PILING, IS AN INTERESTED PARTY IN THIS MATTER BECAUSE WE ARE INFORMED THAT APPROXIMATELY 7,000 TONS OF H-PILING WILL BE

BE APPLICABLE TO THE CONTRACT ON THE "COLUMBIA RIVER BRIDGE (S-CHANNEL BRIDGE) SECTION."

BETHLEHEM STEEL CORP., A PRODUCER OF STRUCTURAL STEEL, INCLUDING H-PILING, IS AN INTERESTED PARTY IN THIS MATTER BECAUSE WE ARE INFORMED THAT APPROXIMATELY 7,000 TONS OF H-PILING WILL BE REQUIRED FOR THIS PROJECT.

ON NOVEMBER 15, 1978, KARL S. BOWERS, FEDERAL HIGHWAY ADMINISTRATOR, ISSUED AN "EMERGENCY REGULATION" TO IMPLEMENT SECTION 401, "BUY AMERICAN" OF THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1978. SECTION 401 PROVIDES, WITH EXCEPTION, THAT FUNDS AUTHORIZED BY THE ACT MAY NOT BE OBLIGATED FOR HIGHWAY PROJECTS UNLESS MATERIALS ARE OF UNITED STATES ORIGIN.

THE EFFECTIVE DATE OF THIS EMERGENCY REGULATION IS NOVEMBER 6, 1978.

IT IS OUR UNDERSTANDING THAT THIS PROJECT, FOR WHICH BIDS ARE TO BE OPENED AND READ ON DECEMBER 21, 1978 ARE SUBJECT TO THE FEDERAL HIGHWAY ADMINISTRATOR'S NOVEMBER 15, 1978 EMERGENCY REGULATION.

WE SHALL BE IN CONTACT WITH THE OFFICE OF THE CHIEF COUNSEL OF THE FEDERAL HIGHWAY ADMINISTRATION, AND THE OREGON STATE HIGHWAY DIVISION ON MONDAY, DECEMBER 18, 1978, TO CONFIRM THAT THIS PROJECT MAY NOT PROCEED UNLESS THE PROVISIONS OF SECTION 401 OF THE ACT AND THE EMERGENCY REGULATION OF NOVEMBER 15, 1978 ARE COMPLIED WITH

ACT MAY NOT BE OBLIGATED FOR HIGHWAY PROJECTS UNLESS MATERIALS ARE OF UNITED STATES ORIGIN.

THE EFFECTIVE DATE OF THIS EMERGENCY REGULATION IS NOVEMBER 6, 1978.

IT IS OUR UNDERSTANDING THAT THIS PROJECT, FOR WHICH BIDS ARE TO BE OPENED AND READ ON DECEMBER 21, 1978 ARE SUBJECT TO THE FEDERAL HIGHWAY ADMINISTRATOR'S NOVEMBER 15, 1978 EMERGENCY REGULATION.

WE SHALL BE IN CONTACT WITH THE OFFICE OF THE CHIEF COUNSEL OF THE FEDERAL HIGHWAY ADMINISTRATION, AND THE OREGON STATE HIGHWAY DIVISION ON MONDAY, DECEMBER 18, 1978, TO CONFIRM THAT THIS PROJECT MAY NOT PROCEED UNLESS THE PROVISIONS OF SECTION 401 OF THE ACT AND THE EMERGENCY REGULATION OF NOVEMBER 15, 1978 ARE COMPLIED WITH

PS&E Date
Sept. 6, 1978
Add Date:
Sept. 14, 1978

BRUCE E. DAVIS,
COMMERCIAL COUNSEL AND
ASSISTANT SECRETARY
BETHLEHEM STEEL CORPORATION
BETHLEHEM, PA

CC [illegible]
[illegible]
[illegible]

8862

STATE OF OREGON

INTEROFFICE MEMO

TO: Walt Hart
Structural Design Engineer

DATE: December 12, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Buy American Clause

[illegible]

The Surface Transportation Assistance Act of 1978 contains a clause that currently requires American made products in all structural steel items. This clause does not apply to the South Channel Superstructure on the I-205-Columbia River Bridge.

If it will apply to the North Channel Superstructure project, this requirement will be included in the special provisions.

DES:lml

cc: Al Harwood

RECEIVED
TECHNICAL SERVICES

DEC 13 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
R. W. ELLISON

81-125-1387

8462

Salem, Oregon
November 28, 1978

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 7, 1978 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 7 on the following project:

1. Columbia River Bridge (South Channel Bridge)
   East Portland Freeway, Multnomah County
   Structures

   A 9'4" Class I Bikeway will be constructed on this project.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8862

Hart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
November 22, 1978

FILE:

FROM: ALLAN C. HARWOOD

SUBJECT: Bidding Date - South Channel

TO: MEMO TO THE FILE

On Friday, November 10 and Monday, November 13, I received calls from Clyde Sherman, Manson Construction; Mr. Woolfe, Al Johnson Co.; Hal Fobes, Morrison-Knudsen and Bob McGerry, Willamette, all suggesting more time was needed to bid the South Channel.

During a discussion with Frank Ward of Hansel Phelps I mentioned we had received requests for more time and asked about their feelings in the matter. Frank said another week or two would help. As I recall I also mentioned a week or two delay to Joe Pauletto of Peter Kiewitt and his reaction was about the same as Hensel Phelps.

Mr. Woolfe indicated a bridge across the Mississippi was to be bid the first week in December. No one expressed dissatisfaction with a one or two week delay. Based on these discussions and concern that we would get the letter of addendum concerning work areas out in time I recommended a delay to either December 14 or 21.

[illegible]
S HUNTER

cc: Walt Hart
Ed Hardt

RECEIVED
TECHNICAL SERVICES
NOV 27 '78
REFER TO
FOR
info | Invest | R/D | D/R | Align | Act | File

RECEIVED
NOV 24 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

NOTED
W.J. HART

8x62

1859

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Ben C. Gerwick, Jr.
500 Sansome Street
San Francisco, CA 94111

November 16, 1978

NOTED
E. S. HUNTER

Columbia River Bridge
(S. Channel Bridge)
East Portland Freeway
Bridge 16188
Construction Consultant Agreement

Attached for your signature are two copies of the Construction Consultant Agreement for the subject project. The third copy is for your file.

I believe the items covered in previous correspondence have been included.

Additional changes include the following:

1. Wording of first paragraph in Section V, Payment, has been changed slightly.
2. Overhead surcharge calculations for H. V. Anderson do not include Item C of your original submittal.
3. Maximum amount to be expended under this agreement without further negotiation has been reduced to $49,000.

Please sign and return the two copies which have been signed by our Assistant Attorney General. Signature is required on page 17. Signature and completion of the appropriate blanks are required on the sheet entitled, "Certification of Consultant."

If you have any questions, please call me.

RECEIVED
TECHNICAL SERVICES
NOV 17 '78
REFER TO
FOR
Info | R/D | D/R

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

Enclosure
cc E. S. Hunter
Jack Sollis
John Howard
D. H. Moehring

8862

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
November 13, 1978

FROM: ALLAN C. HARWOOD SUBJECT: South Channel Comments

TO: E. S. HUNTER

NOTED
E. S. HUNTER

Your comments concerning the letter of addendum for the South Channel project were well taken and were directed to the right person. The next letter, planned for the first of next week, will contain three major items that I know of - 1. Work area 2. Handling of traffic on Marine Drive 3. Revision of the Section 505 concerning bar lists and epoxy, plus several corrections.

We plan on making that section of right-of-way north of the airport interchange structure available to the contractor on the South Channel project until January, 1982. Completion of the storm sewer system and surfacing would be planned for the spring and summer of 1982.

b
cc: C. T. Keasey
Walt Hart
J. H. Versteeg
Ed Hardt

Since I wrote this questions from contractors, a revised Coast Guard permit and our review have added some items to the addendum letter

RECEIVED
TECHNICAL SERVICES
NOV 15 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region I - Milwaukie
November 13, 1978

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: COMPLETION OF I-205 COLUMBIA RIVER BRIDGE

TO: MEMO TO THE FILE

NOTED
S. HUNTER

Al Harwood and I spent several hours on Tuesday, November 7, discussing with Hal Versteeg, Duane Christensen, and Adrian Olson the development of a work area for the south channel bridge contractor. That project is presently out for bids and a number of contractors have asked Al what provisions the State will make for a work area. It was Al's and my desire to provide a space south of the south end of the bridge for the contractor to use as a work area but this created conflicts with work of future contracts in this area.

As a result of our discussions, several things were established or decided:

1) The specifications now being drawn up for the main channel superstructure contract will provide for that work to be completed such that the paving on the bridge (under separate contract) will be done during the summer of 1982. This will provide for an opening of the river crossing by fall of 1982.

2) The completion date for the south channel project has been established as December 31, 1981.

3) An addendum letter will be issued to the plan holders for the south channel project informing them that they will have the use of the area directly south of the south end of the bridge for a work area. This area will extend south to about Station 131, which will provide them an area about 500 feet long and about 250 feet wide. They will have the use of this area during the life of the south channel contract.

4) The Marine Drive to Marks Street Section, and any other future contracts which were to have shown work in the area mention in (3) above, will have to be modified so as to not create a conflict with the presence of the bridge contractor. The work to be done in this area will be done within the contract that paves the main crossing structure and the fill on Government Island.

Al Harwood will more clearly define the area to be made available to the bridge contractor when he works up the addendum letter covering this.

ELH/cr
cc H. S. Coulter
E. S. Hunter
R. N. Bothman
Hal Versteeg
Carroll Keasey
Walt Hart
Bruce Boyd
Al Harwood
Bill Tison

RECEIVED
TECHNICAL SERVICES
NOV 15 78
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

#862

September 26, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

bc F. B. Klaboe
Walt Hart
A. C. Harwood

Dear Sir:

Falsework Permit Revision
Columbia River (I-205) Bridge
near Portland, Oregon
Bridge 9555

Your March 22 letter approved certain falsework clearances for the subject structure. Consultation with prospective contractors has indicated that a revision of the falsework permit is desirable to facilitate construction of the bridge. This revision involves the South Channel only.

It is requested that the attached Falsework Drawing (Sheet 2 of 2, Revised September 1978) be approved. One reproducible and four copies are attached. The revision includes the addition of a temporary low-level work trestle adjacent to (upstream or downstream from) the permanent structure. This trestle will be in place only while the permanent bridge is under construction. Normal clearance for the navigation channel under the trestle will be 40 feet horizontal and 15 feet vertical. The vertical clearance will be capable of being increased to 33 feet on call.

Falsework under the permanent structure will have a 40-foot horizontal and a 33-foot vertical clearance over the navigation channel as previously approved.

The opening in the work trestle and the opening in the permanent structure falsework will be aligned over the navigation channel.

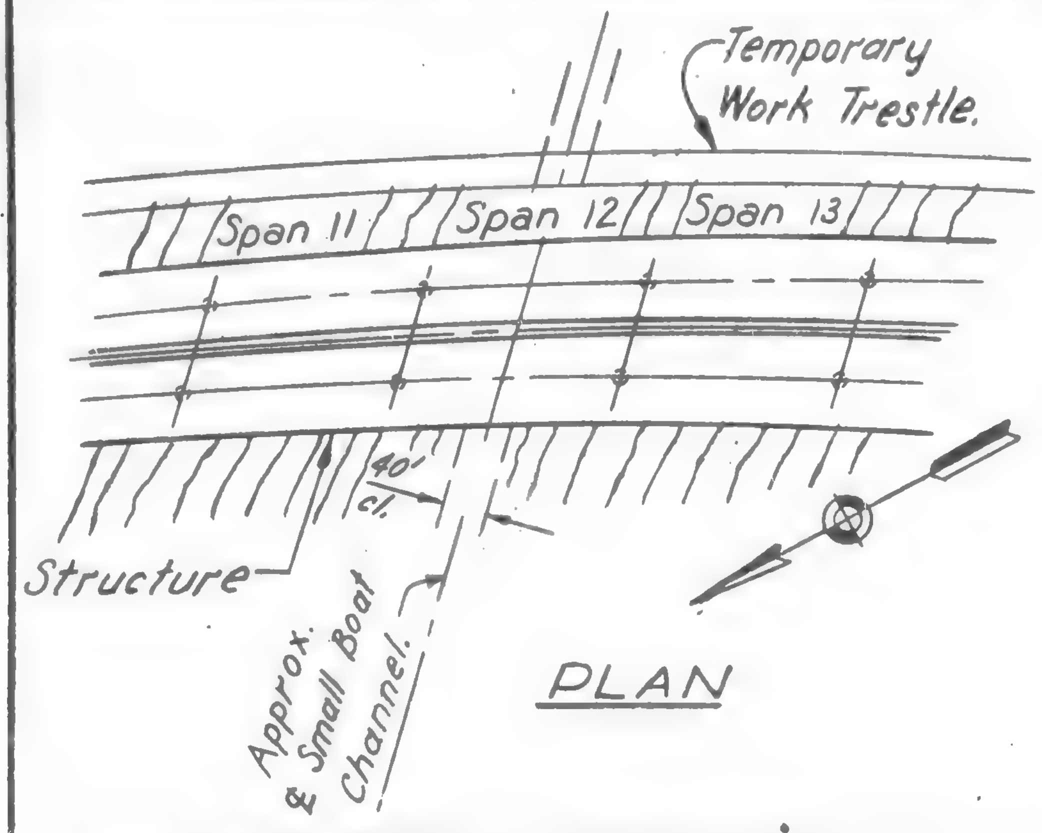
Your approval of this request will be greatly appreciated.

Very truly yours,

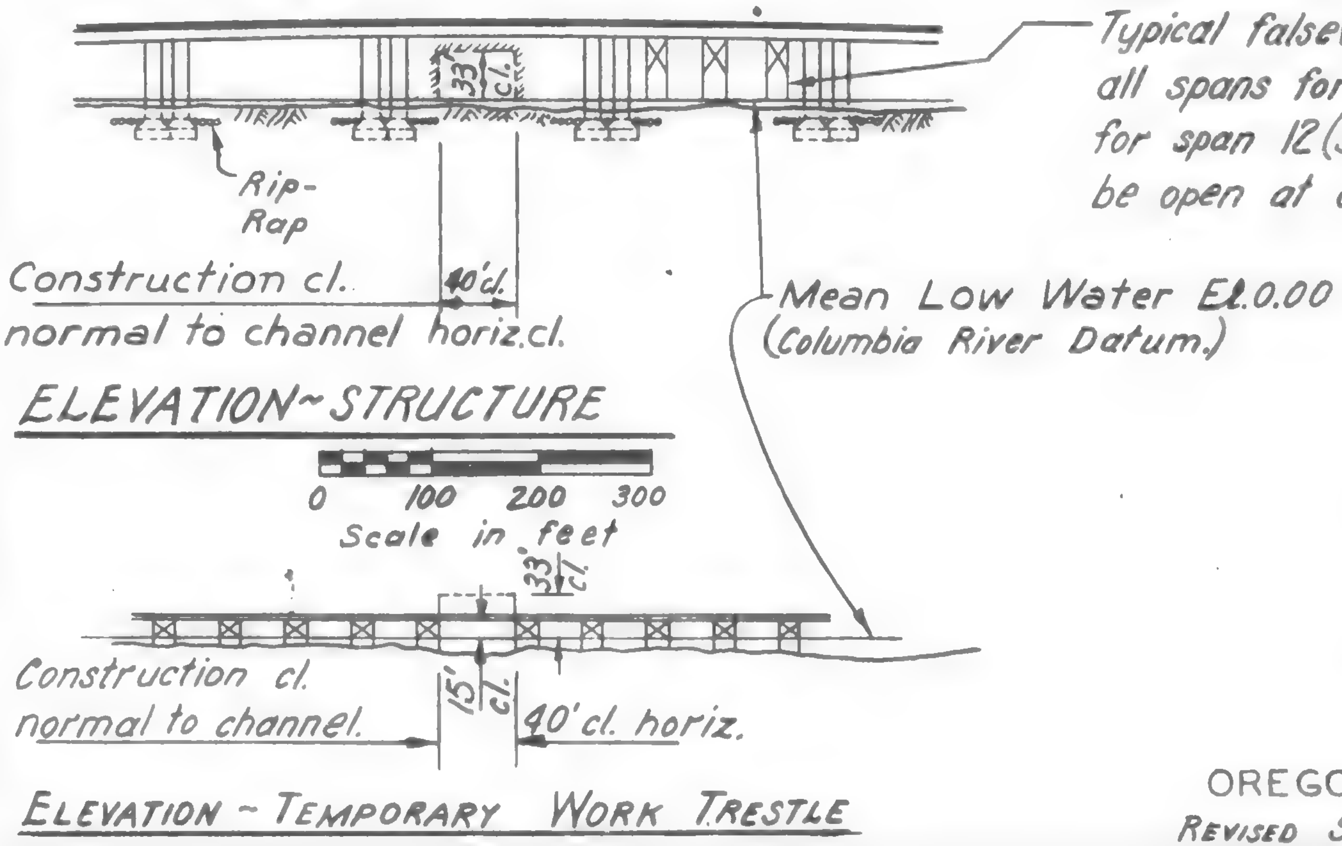
E. S. Hunter
Technical Services Engineer

Attachments

RWE:dh ja


Temporary Work Trestle.
Span 11
Span 12
Span 13
40' cl.
Structure
Approx. & Small Boat Channel.

PLAN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40' cl. horiz. cl.
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0 100 200 300
Scale in feet
33' cl.
15' cl.
Construction cl. normal to channel.
40' cl. horiz.

ELEVATION~STRUCTURE

ELEVATION – TEMPORARY WORK TRESTLE

SOUTH CHANNEL
CONSTRUCTION CL

A clear minimum navi
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provided within span 12 und
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Datum) for temporary work tres
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PROPOSED B
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PORTLAND, O
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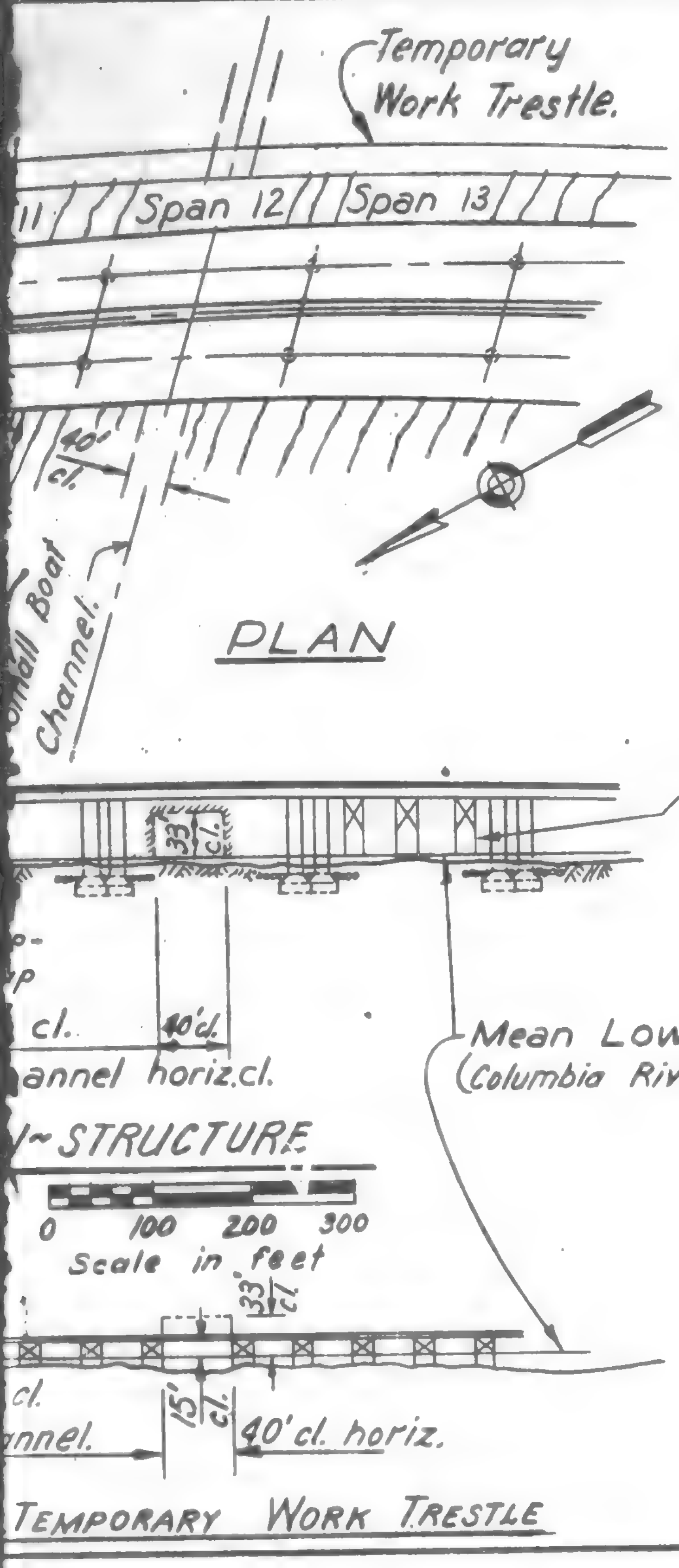
OREGON STATE HIGH
REVISED SEPT. 1978 SH


Temporary Work Trestle.
Span 12
Span 13
40' cl.
Small Boat Channel.
PLAN
33' cl.
40'cl.
cl.
annel horiz.cl.
~STRUCTURE
0 100 200 300
Scale in feet
33' cl.
15' cl.
cl.
annel.
40'cl. horiz.
TEMPORARY WORK TRESTLE
Mean Low Water El.0.00
(Columbia River Datum.)

SOUTH CHANNEL CONSTRUCTION CLEARANCE

A clear minimum navigational channel of 40' horizontal (measured normal to small boat channel) and 33' vertical (above Low Water Datum) will be provided within span 12 under the structure at all times. The vertical clearance (above Low Water Datum) for temporary work trestle in span 12 shall be a minimum of 15' with provisions to increase the clearance to 33' on call for navigation. Horizontal clearance for work trestle shall be 40 feet.

Other spans in south channel may be blocked by falsework during construction.

Typical falsework support may totally block all spans for navigation at some time except for span 12 (small boat channel) which will be open at all times.

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
FALSEWORK
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
REVISED SEPT. 1978 SHEET 2 OF 2

8862

ROBERT W. STRAUB
GOVERNOR

Department of General Services
PURCHASING DIVISION
GENERAL SERVICES BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

~~REFER TO~~

~~BY STATE HWY. ENGR.~~

September 22, 1978

H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Consultant Selection Exemption
Columbia River Bridge 16188

Dear Mr. Coulter,

Enclosed is a copy of the Department's approval for an exemption from the Engineer Selection process outlined in Administrative Rule 125-06-009.

Please proceed with contract negotiations and submit the agreement for approval when finalized.

Sincerely,

Jan Yarnell

Jan Yarnell
Contracts Manager

JY:ab
Enclosure

10/3

RECEIVED
STATE HWY ENGR
OCT 2'78
REFER TO
Bridge Sect.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

STATE OF OREGON

INTEROFFICE MEMO

TO: *Corinne Hayes*

DATE: *September 20, 1978*

FROM: jy *Jan Yarnell*

SUBJECT: *Engineering Services Agreement*
Request for Rule Exemption

The Highway Division is requesting an exemption from the formal selection process of Professional Consultants outlined in our Administrative Rule 125-06-009.

I have reviewed the attached justification and recommend approval on the following basis

(1) Unique techinques being utilized in construction.

(2) Phasing of project has increased consultant's familiarity beyond what could be expected in similar construction period with a new consultant.

If your concur in granting this exemption, please sign below and return a copy for out files.

Approved Corinne Hayes
Director

JY:nl

8862

GENERAL FILES

8

STATE OF OREGON
HIGHWAY DIVISION

INTERO CE MEMO

TO: Jan Yarnell, Contracts Manager
Department of General Services

DATE: September 15, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Columbia River Bridge
(S. Channel Bridge)
East Portland Freeway
Bridge 16188
Consulting Engineer-Construction Phase

The new I-205 bridge across the Columbia River just east of the Portland International Airport is being constructed in stages under four different contracts. The contracts are as follows:

1. Substructure (piers only) for the main channel
2. Washington approach section
3. Superstructure for the main channel
4. South channel structure

Government Island separates the Washington approach and main channel structure from the south channel structure. These contracts are awarded at different times in order to facilitate construction in a logical sequence and allow opening of the completed structure to traffic about mid-1982.

The structure is a cooperative undertaking by the states of Oregon and Washington. The apportionment of responsibility is about 80 percent for Oregon and 20 percent for Washington. The total cost of the structure is approximately $175 million.

The Washington approach and the main channel crossing were designed by the consulting engineering firm of Sverdrup & Parcel and Associates, Inc. of St. Louis. The South Channel crossing was designed by the Structural Design Section of the Oregon Department of Transportation.

The Structures have been designed to use a new and rather sophisticated construction procedure known as the segmental prestressed concrete box girder system. This system has been used rather widely in Europe but is somewhat new to the United States.

Because of the many problems which arise on large structures, and especially one involving somewhat unfamiliar techniques, it is common practice to engage a consultant as an adviser or resource person during the construction phase. The consultant is normally an engineer who is familiar with very large projects and the specific construction system involved.

01-125-1387

On the main channel structure, a construction consultant was engaged under the terms of our agreement with Sverdrup & Parcel, who designed the structure. The construction consultant is Professor Ben C. Gerwick, University of California, Berkeley. He is a registered professional engineer of international reputation and is well acquainted with engineers, contractors, and structures projects throughout the world. He is considered to be one of the international experts on segmental prestressed concrete box girder structures similar to our I-205 Columbia River crossing. He is also president of the Federal International De La Precontrainte, which is the worldwide professional organization concerned with prestressed concrete construction. He has been construction consultant on many prestressed concrete structures throughout the world.

Professor Gerwick has been construction consultant on our North Channel structure for about two years. He has become very familiar with the construction details, has introduced changes resulting in cost savings, and has provided solutions for several construction problems which have arisen. He visits the project on a regular basis and is available for consultation whenever a job problem requires his services. He will be an expert witness in case of litigation involving this project.

Litigation on large projects is not an uncommon occurrence, and an expert witness who has been acquainted with the project from the beginning of construction is a definite asset to the State's case.

It is now time to engage the construction consultant for the South Channel structure. This structure is of the same type as the North Channel structure. Professor Gerwick has become well acquainted with the North Channel project and, because of its similarity, is familiar with the South Channel structure. He is familiar with the river, the topography, and the general lay of the project area. His periodic visits to the Main Channel structure can easily be expanded to include an inspection of the South Channel structure at the same time.

Because of his familiarity with the project and his international reputation as an expert in the field of segmental prestressed concrete construction, it is our desire to extend Professor Gerwick's consulting activities to cover the $30 million South Channel Project. Since he is already "on board" as consultant for the North Channel structure, it is logical and prudent that he be engaged as the construction consultant for the South Channel structure.

Except for the periodic visits to the job site, his services will be on an as-requested basis. Such requests will be made when a construction problem or potential for litigation arises. Payment for services rendered will vary dependent upon our need for consultation. Maximum payment to the consultant under the initial agreement will be limited to $80,000.

Your approval to enter into a personal services agreement with Professor Gerwick as construction consultant for the Columbia River (I-205) South Channel Structure is requested. The reasons for using this single source are as outlined above.

RWE:dh ia

bc E. L. Hardt
W. J. Hart
Al Harwood
C. T. Keasey
D. H. Moehring

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9 1 78

FEDERAL AID PROJECT NO. Con 21-2
I-205-7(65)314

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80388

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-6-78	9-6-78	Interstate 205
		STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

Columbia River Bridge (South Channel) Section

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temporary Erosion Control $500
on-the-job Trainees $12,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $33,282,947 - Federal Funds $30,693,533.

A signed copy of the Title Sheet is returned herewith.

9-21

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-6-78	G. K. Hunner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8-1-2

1-205-19

I 205-1(65)314

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78

Donald L.

11-16-78 Bid Letting ______________ All Clear Deadline

SECTION COLUMBIA RIVER BRIDGE (SOUTH CHANNEL BRIDGE)
Highway E. Portland Freeway
County Multnomah Region M
Type of Work Structure Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☐	☒	☐	☐	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☐	☒	☐	☐	☒
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9862

STATE OF OREGON

INTEROFFICE MEMO

[illegible] 21-2
I-205
Col R Br

TO: Mr. E. S. Hunter
Technical Services

DATE: January 24, 1978

SUBJECT:

South Channel Crossing
Columbia River (I-205)

FROM: Walter J. Hart
Walter J. Hart
Structural Design Engineer

The original preliminary engineering authorization under the 906 prefix for the South Channel, Columbia River Bridge on I-205 was $400,000. It is apparent that we will overrun that amount. A $70,000 increase in the authorization under the 906 prefix is requested in order to complete the design work.

The original design authorization, plus requested increase to $470,000 is 1.47 percent of the $32 million project cost. The in-house design is still well below the $750,000 that Sverdrup & Parcel wanted for the design of one alternate. We are designing and detailing two complete alternates for bidding. The overrun is the result of loss of efficiency due to not being able to maintain a stable work force on the South Channel structure.

WJH:dh

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 1-25-78

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

RECEIVED
TECHNICAL SERVICES
JAN 24 '78
REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 626-1968 (320)

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
January 6, 1977
10

FROM: ROBERT N. BOTHMAN Bothman
Asst. State Highway Engineer

SUBJECT: Columbia River South Channel
Bridge - Airport Interchange
Bridge No. 16188

TO: E. S. HUNTER
Deputy State Highway Engineer

NOTED
E. S. HUNTER

I have reviewed the proposed revision to the ramp alignment at the south end of the south channel Columbia River Bridge with Walt Hart, Hal Versteeg, Ken Limbocker, and the Metro staff.

The question seems to be a tradeoff in a savings of about $250,000 for a loss of a twelve-man-month effort and a four-month delay in contract letting of this structure.

The question of the redesign has been brought up several times in the past and it is directly related to providing a port of entry in the northwesterly quadrant of the airport interchange. The question of the port entry is, of course, related to other issues at the state level, and at this time does not appear to be a consideration. I have reviewed the question with the Port of Portland. They are against any port of entry at the airport interchange in the northwest or southwest quadrants due to the airport development. We would be required to obtain property from the Port should we decide or desire to place a port of entry at that location. If a port of entry is to be developed, this certainly is the most feasible location, if not the only location. The four-month delay in contracting the south channel bridge is not critical to the completion of the I-205 project.

The design revision has one additional advantage, and that is the elimination of a gore which for safety reasons requires attenuation. The elimination of that gore on the structure has a significant safety improvement benefit.

I totally agree, and have for several months resisted design revisions to I-205 in an attempt to finalize this project. Due to the rapid development once we did get approval of design and to get to early contract, this has been absolutely necessary.

Considering these factors, I recommend we proceed with the revision to the ramp alignment to affect this substantial cost savings and improved safety.

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

mb
1-10-77 cc: Walt Hart, Bridge Engineer
J. H. Versteeg

cy-Versteeg - Hart - Bothman
Proposed ramp revision approved, layout product going to Rds., Bridge starting structure redesign ESH

cy Hart - Versteeg
Also discuss

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC

December ~~15~~ 20, 1976

FROM: WALTER J. HART
Bridge Engineer

TO: R. N. BOTHMAN
Metropolitan Engineer

Attention: K. D. Limbocker

SUBJECT: COLUMBIA RIVER SOUTH
CHANNEL BRIDGE
(Airport Interchange)
Bridge 16188

Your letter of December 9, 1976 transmitted a sketch of a proposed revision to the ramp alignment at the south end of the South Channel Columbia River Bridge. This change was suggested by Road Design to avoid an attenuator at the gore.

We seem to be reenacting the same battle that the Bridge Section fought and lost a year and a half ago. An attempt was made during the preliminary planning for the structure to pull the ramp takeoff to the south. At that time we were advised that the ramp alignment was fixed by a future Port of Entry facility.

The presence of the ramps on the structure has a significant effect on its cost. This latest suggested revision would reduce the structure cost by $250,000 to $300,000. The physical cost of the attenuator is a minor item. The elimination of the gore on the structure has a real but indeterminate safety value.

The advantages gained by this latest suggested revision will be bought at a price. We are well into the design of the South Channel Crossing. The suggested revision will result in the loss of approximately 12 man months of productivity. The earliest letting date would also be set back. The letting date is not a critical control in this instance. Revision to the structure may also require amendment to the various permits required for its construction.

The immediate concern is that if serious consideration is being given to a ramp alignment revision that the decision be expedited. The total alignment at the Airport Interchange should also be reviewed. It will be highly impractical to make any further changes at a later date.

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

12-20
Bothman
Confer with Hart.
Changes should be minimized at this late date.
Ed

WJH/lms
cc: E. S. Hunter — THIS COPY FOR
J. H. Versteeg

cy Hart
Versteeg

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your File 1041BR.1

Dear Mr. Green:

Columbia River Bridge
South Channel Crossing
Oregon Project I-205-7(2)303

Your letter of approval of the preliminary plans for the Columbia River South Channel Bridge was contingent on further consideration of five items. A response to those items is as follows:

1. The settlement of both the Government Island and Marine Drive fills will be monitored. It may be necessary to strip some of the compressible material in isolated, low-lying areas on Government Island. Other than that, we agree that the fills and surcharge will be in place for such a long duration that further stripping will not be necessary.

2. A value engineering clause will be included in the contract. This will permit the alternate of poured-in-place segmental construction.

3. The value engineering clause will permit modification of the superstructure cross section. The controls will be that the plan span lengths, depth, and external cross sectional dimensions must be maintained.

4. The clearance over the deck steel on the Washington approach spans was established prior to revisions in the deck steel clearance. The

Cy [illegible] [illegible]
7-19-76

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

South Channel crossing is being designed under our current clearance requirement of 2 1/4 inches.

5. The problems the State of Texas experienced on the Corpus Christi Bridge were due to a lack of experience with the problems of transfer stress in posttensioned construction. Adequate mild steel will be provided in the transfer zone to control this stress condition.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
South Channel Crossing

DATE: July 7, 1976

In reply refer to: 1041BR.1

RECEIVED
STATE HWY ENGR
JUL 9 '76
REFER TO
Ivan Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's January 27, 1976, preliminary plan submission has been reviewed and is approved subject to consideration of the following comments:

1. With reference to the foundation information in your report, we recommend that settlement of the Government Island embankment and the Oregon approach fill be monitored during and after construction to determine when primary consolidation of the compressible layer is complete (see our letter to you dated June 2). Since the anticipated settlement of the compressible silts and clays near ground level for the embankment across Government Island is only a few inches and should occur within a few weeks, we recommend that you not consider removal of this compressible material as mentioned in the foundation report. This also may be applicable for the Oregon approach fill, if you plan a surcharge of long duration.

2. Your concept of a cast-in-place post tensioned box girder with a precast segmental alternate is good. We recommend that you also allow a third alternate consisting of cast-in-place segmental. Since the bridge is not typical and the design and construction is unusual and complex, we recommend that you include a value engineering incentive clause with the contract.

3. In addition to type of superstructure, value engineering might also be applied to the number of cells in the box girder. If cast-in-place construction is used, a two-cell configuration would have definite advantages resulting in a reduced cost.

RECEIVED
JUL 9 1976
BRIDGE SECTION

NOTED
J. E. BACKSTRAND

4. Your Bridge people recently attended a meeting in Olympia for the purpose of discussing the design plans for the north shore of this bridge. One point that was discussed included the minimum cover over top slab re-bars. Our letter of May 7 to Mr. Klaboe covers this subject adequately.

5. Web cracking was experienced in the Corpus Christi project and the Division office asked for guidance to prevent this problem. The following remarks were received from our Washington office.

> "Three basic differences existed between the prototype which exhibited cracking and the model (tested at the University of Texas) which did not exhibit cracking.
>
> > (a) In the prototype, web and top flange reinforcement was cut to place hardware and never replaced. In the model, reinforcement was replaced.
> >
> > (b) A bearing type anchor was used in the model, whereas, the prototype used a cone-type anchor.
> >
> > (c) Spiral reinforcement in the model was of relatively longer length and heavier than that used in the prototype.
>
> This whole problem and others are extensively discussed in a report of the Corpus Christi Bridge titled "Minimizing Construction Problems in Segmentally Precast Box Girder Bridges," by Breen, Cooper and Gallaway, Research Report 121-6F, Center for Highway Research, the University of Texas at Austin. We have requested a copy of the report for you."

For G. L. Green

RECEIVED
JUL 9 1976
BRIDGE SECTION

March 19, 1976

Mr. W. A. Bulley, Director
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

Dear Bill:

I-205 - Columbia River Bridge
South Channel Crossing

Enclosed for your information is the preliminary proposal for the I-205 structure crossing of the south channel of the Columbia River which we have sent to the Federal Highway Administration for approval. This crossing includes a 1,170-foot fill on Government Island and a 3,120-foot structure across the south channel.

Cross section configuration of the fill and structure will match that of the north channel crossing which is being designed by the consultant. The south channel crossing, including the fill on Government Island, is being designed in-house by the Oregon State Highway Division. It is anticipated that the construction of the fill on Government Island will be included with the contract for construction of the north channel substructure. The construction of the south channel structure only will be a separate contract.

The cost estimate used in the attached preliminary proposal is $28 million. This is somewhat less than the $38.8 million indicated in our recent letters to you.

The reason is that the $28 million estimate is based on 1974 cost figures and the $38.8 million estimate includes our estimate of inflation to the time of contract letting, July 1, 1978.

Very truly yours,

F. B. Klaboe, Administrator and
State Highway Engineer

Enc.

cc: R. L. Carroll (w/enc.)

bc: E. S. Hunter
R. N. Bothman (w/enc.)
Ed Hardt (w/enc.)
John Howard (w/enc.)

Walt Hart

RWE:ag dpy

786 –

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 16188

February 6, 1976
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Robert N. Bothman
Assistant State Highway Engineer

SUBJECT:

Columbia River Br. South Channel
I-205
Drainage District Permit

NOTED
E. S. HUNTER

Attached is a copy of the letter from Multnomah County Drainage District No. 1 approving crossing of the Oregon shore dike by the subject structure. This approval is for crossing of the dike by the bridge only and does not include approval necessary for storm sewer which will cross the dike at a nearby location.

The attachment to the enclosed letter indicates that the Corps of Engineers requests three days notification prior to placing the special sand blanket for the inverted sand filter under the pier footing on the south side of the dike.

Please arrange to have the resident engineer make such notification at the proper time.

RWE/ag

Attach.

cc E. S. Hunter
J. H. Versteeg
J. E. Backstrand

RECEIVED
STATE HWY ENGR
FEB 6 '76
REFER TO
FOR
Sign Act File

File - BR 16188

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 11, 1975

NOTED
E. S. HUNTER

Mr. Leo White, Manager
Multnomah County Drainage District
No. 1
10319 NE Marx St.
Portland, Oregon 97230

Dear Mr. White:

Columbia River Bridge-South Channel
East Portland Freeway I-205
Multnomah Co.

As you no doubt are aware, the completion of the I-205 Highway in East Portland will require a bridge across the Columbia River. The south end of the bridge will cross over the Oregon shore dike which presently carries Marine Drive. The design of the bridge has now progressed to the point where details of the construction at the dike are available for review.

Enclosed are five copies of our plan, elevation, and details for pier construction in vicinity of the dike. Care has been taken to insure the integrity of the dike by providing an inverted filter system around the foundation work near the south side of the dike. Excavation for the pier on the north side of the dike will be limited by use of a cofferdam. The open-well effect of this excavation will be eliminated by backfilling the cofferdam with gravel which will be consolidated by pumped grout. This work has been discussed with Mr. Duane Brands of the Corps of Engineers.

Please return one set of drawings with your approval or comments.

A storm sewer will be constructed in connection with the I-205 Highway. It will cross your dike at a location in vicinity of the bridge. Plans for that crossing will be submitted separately for your approval at a later date.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/JEB/ag
Encls.

cc E. S. Hunter
R. N. Bothman
R. Ewen w/encl.
J. H. Versteeg
J. E. Backstrand
G. Potter w/encl.
Duane Brands, USCE w/encl.

RECEIVED
STATE HWY ENGR
DEC 11 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8862

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

NOTED
E. S. HUNTER

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
FROM Bridge Engineer

RECEIVED
JAN 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
South Channel Alternate
Your File 10-41.7

Attached are three prints of the following on the subject of a proposed embankment across Government Island for the I-205 extension study:

1. A 1" = 200' plan of the proposed project from the Washington terminus to Marine Drive.
2. A print of an aerial view of the proposed project site with an embankment section shown across Government Island.
3. An artist's rendering of the proposed treatment at the ends of the embankment showing planting treatments to maintain the natural vegetation characteristics.

The approximately 1100-foot embankment section will provide a strip between the existing vegetation line and the toe of the slope of approximately 200 feet at the south fill end and 50 feet at the north fill end. The embankment section is based on an assumed 2 1/2:1 side slope with a rock inlay to approximately elevation 32. The entire slope will be blanketed with 2 to 3 feet of top soil for planting purposes. We would anticipate no unusual construction problems in the construction of embankment across Government Island.

The estimated cost of 1100 feet of structure across Government Island is $7,300,000. The estimated cost of the embankment section across the same area is $800,000 for a net difference of $6,500,000 in favor of the embankment. The proposed embankment would occupy approximately 12.5 acres of land.

WJH:dh
cc E. S. Hunter, R. N. Bothman, C. S. Gloyd, R. L. Carroll

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I205-7(2)303
Columbia River Bridge
South Channel Alternate

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

We have reviewed the informal data and preliminary hydraulic reports on alternates for the south channel prepared for the final environmental statement and preliminary engineering report (draft information from HNTB and S & P Project Consultants). In order to evaluate all of the "least harm" alternates we feel it is necessary to study a fill section across Government Island that provides for safe passage of wildlife at either end of the fill. The details of such a section should fit comfortably into the existing vegetation providing for a 200' undisturbed strip at south fill end and a natural passage section at the north fill end.

Please provide us with sketches, estimates and possible engineering or construction difficulties that might be encountered in this alternate. This information should be preliminary in nature and forwarded as soon as possible to augment our selection of the desirable alternate route in the environmental statement.

G. L. Green

NOTED
E. S. HUNTER

cc Hart
prepare response.
ESH

RECEIVED
JAN 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer

To Hunter
1/9/74

1978 Columbia River Br. (S. Channel Br.) Sec., E. Portland Fwy. N. Parkrose. (Structure)

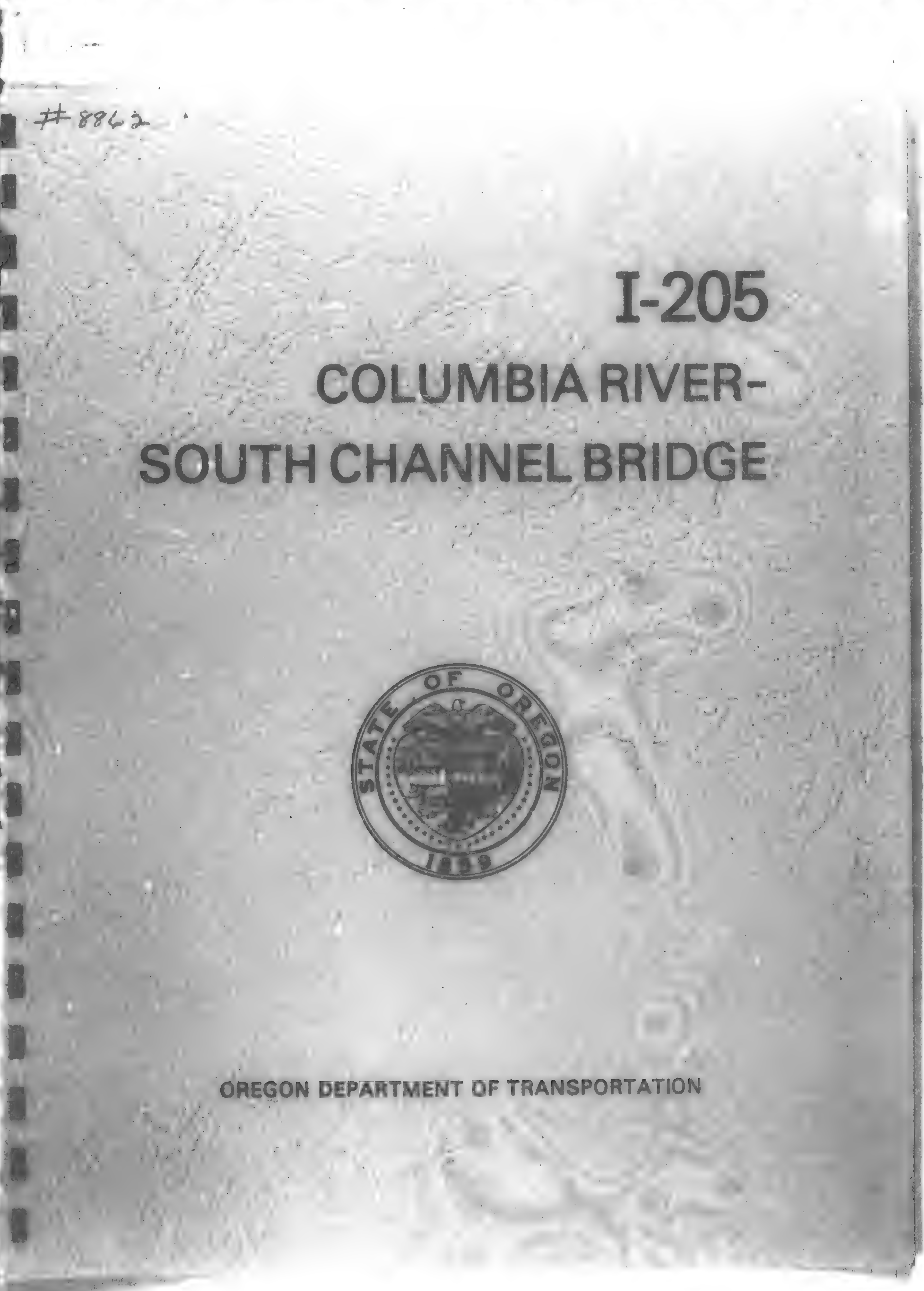
8862

REPORT
#1

#8862

I-205

COLUMBIA RIVER-SOUTH CHANNEL BRIDGE



STATE OF OREGON

1859

OREGON DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 27, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem, OR 97308

Dear Mr. Green:

Columbia River-South Channel Br.
East Portland Freeway, I-205
Multnomah County

Attached for your approval is the preliminary proposal for the I-205 structure crossing the south channel of the Columbia River. Originally the highway was to be supported on a fill across the south channel which was part of the expansion plans for the Portland International Airport. Abandonment of the expansion plans necessitated an alternate method of carrying I-205 across the south channel. Our consultant, Sverdrup & Parcel, prepared a "Report on the Southerly Extension of the Proposed I-205 Columbia River Bridge" In March 1974, which studied alternate methods of crossing the channel. The recommendation was a short fill on Government Island and a structure across the channel. The proposal presented herewith is in accord with that recommendation.

The 1,170-foot fill on Government Island connects the main channel crossing, which is being designed by our consultant, with the south channel crossing which will be designed by the Oregon Department of Transportation, Bridge Section. The south channel structure is 3,120 feet long, extending from the Government Island fill to the south side of the Oregon shore dike. The crossing will consist of twin structures, each carrying four traffic lanes and full width shoulders. A nine-foot four-inch bicycle path will connect the twin structures.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Several different span arrangements were studied and a series of 200-foot spans were found to be most economical for this location and grade line. The contractor will be allowed the option of using either prestressed precast segmental or poured-in-place post-tensioned construction for the concrete box girder section. He will also be allowed the option of using poured-in-place type piers or precast concrete bell type piers. Estimated costs for various combinations of these options are included in the attachment.

The section dimensions, type of materials, pier shape, et cetera, are similar to those which have been selected for the main channel structure.

The preliminary cost estimate, including an allowance for engineering and contingencies, is $28,000,000.

This preliminary proposal is presented for your approval.

Very truly yours,

Walter J Hart

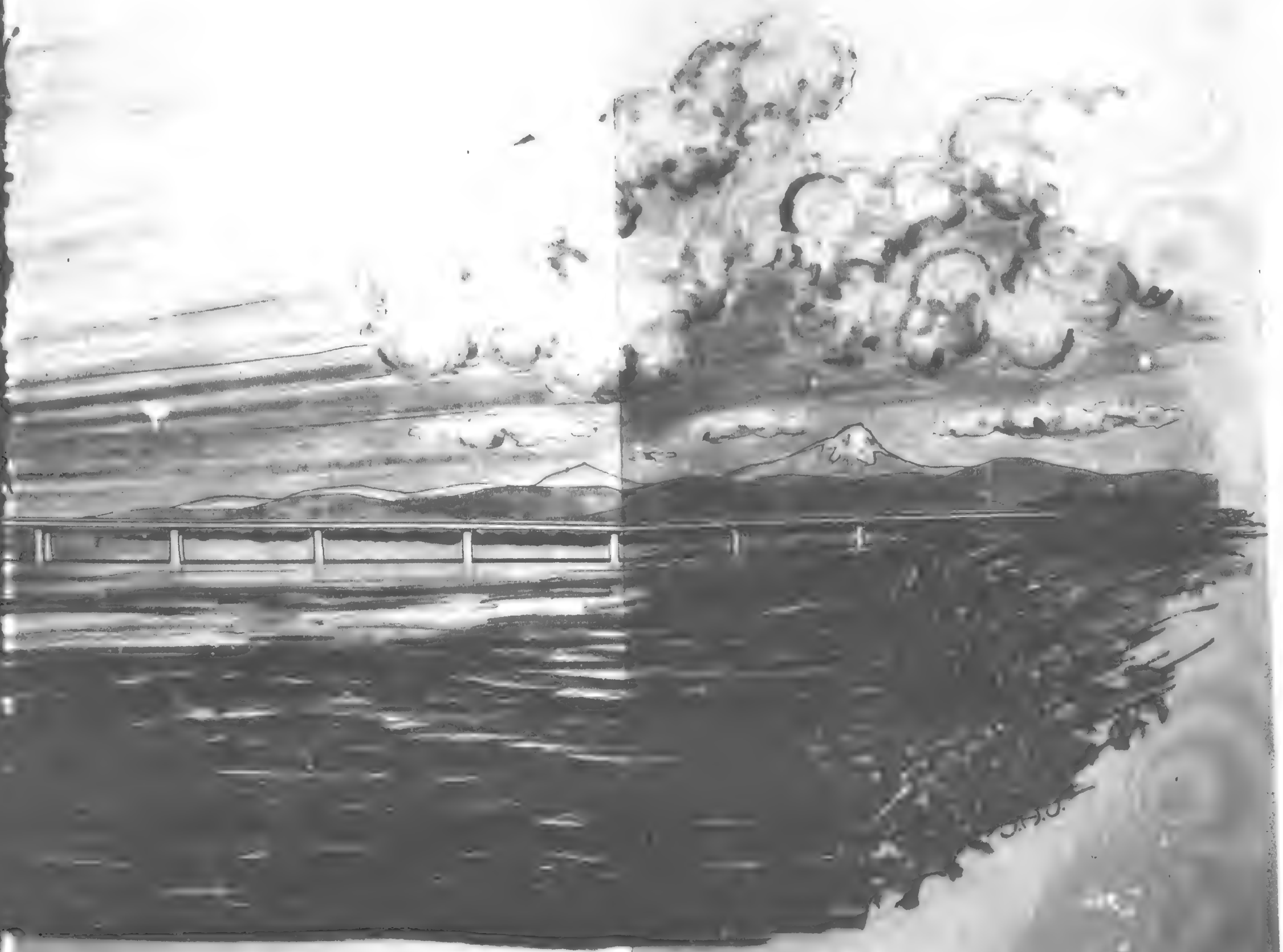
Walter J. Hart
Bridge Engineer

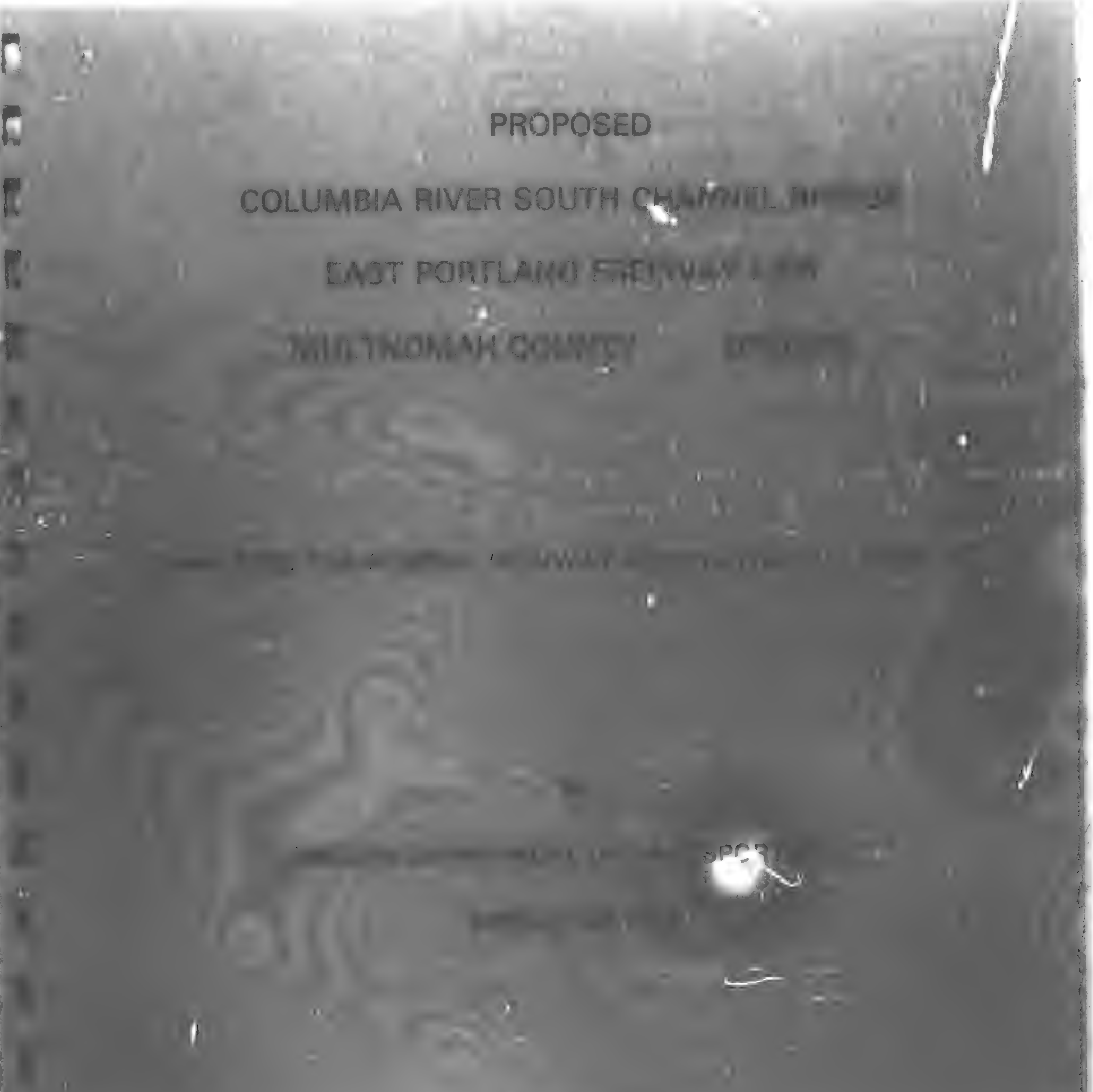
RWE/ag

Attach.

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
Walter J. Hart

322


J.H.C.



PROPOSED

COLUMBIA RIVER SOUTH CHANNEL BRIDGE

EAST PORTLAND FREEWAY I-205

MULTNOMAH COUNTY OREGON

[illegible] HIGHWAY [illegible]

by

[illegible] SPORT[illegible]

[illegible]

[illegible]

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- IV PROPOSAL
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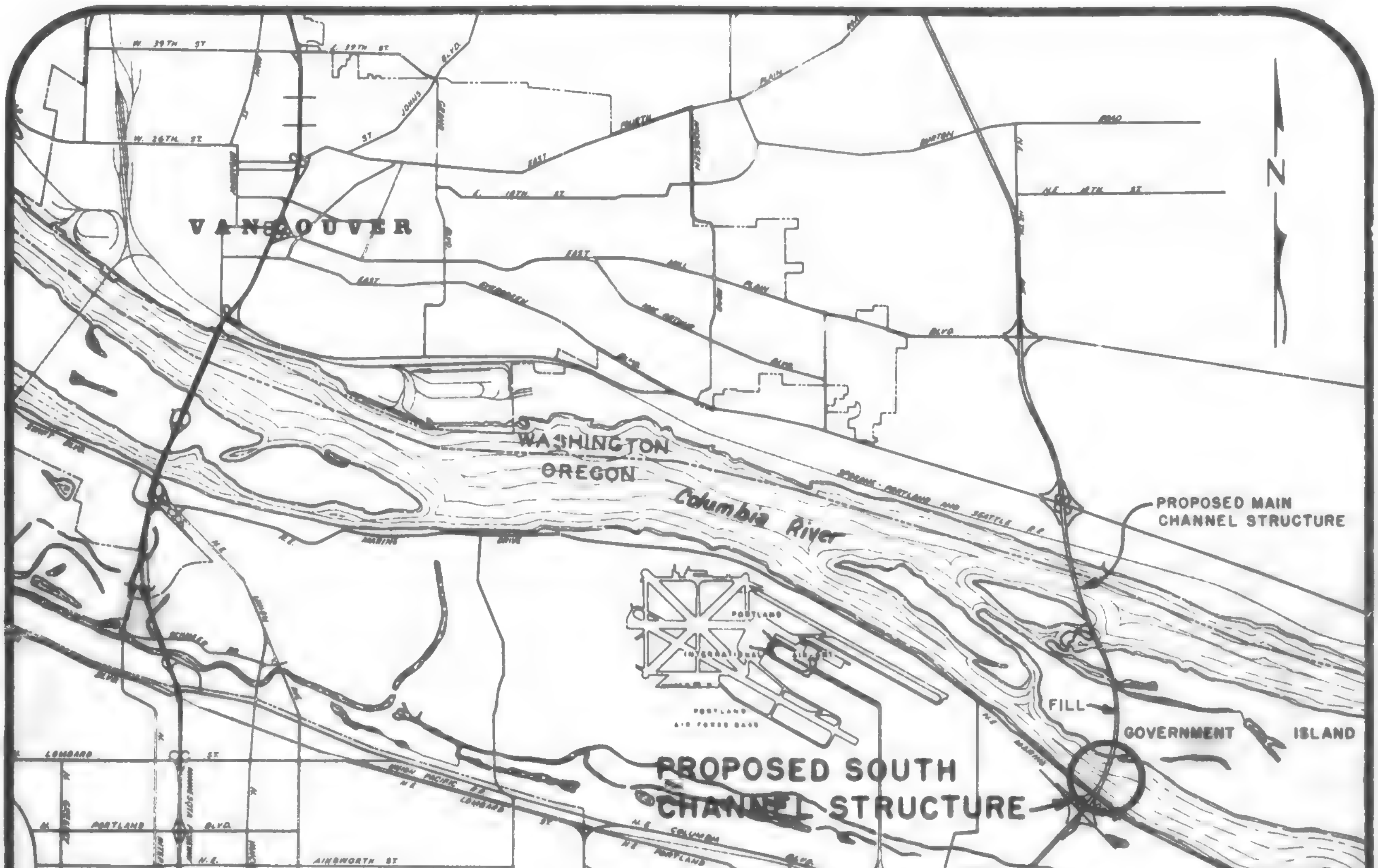
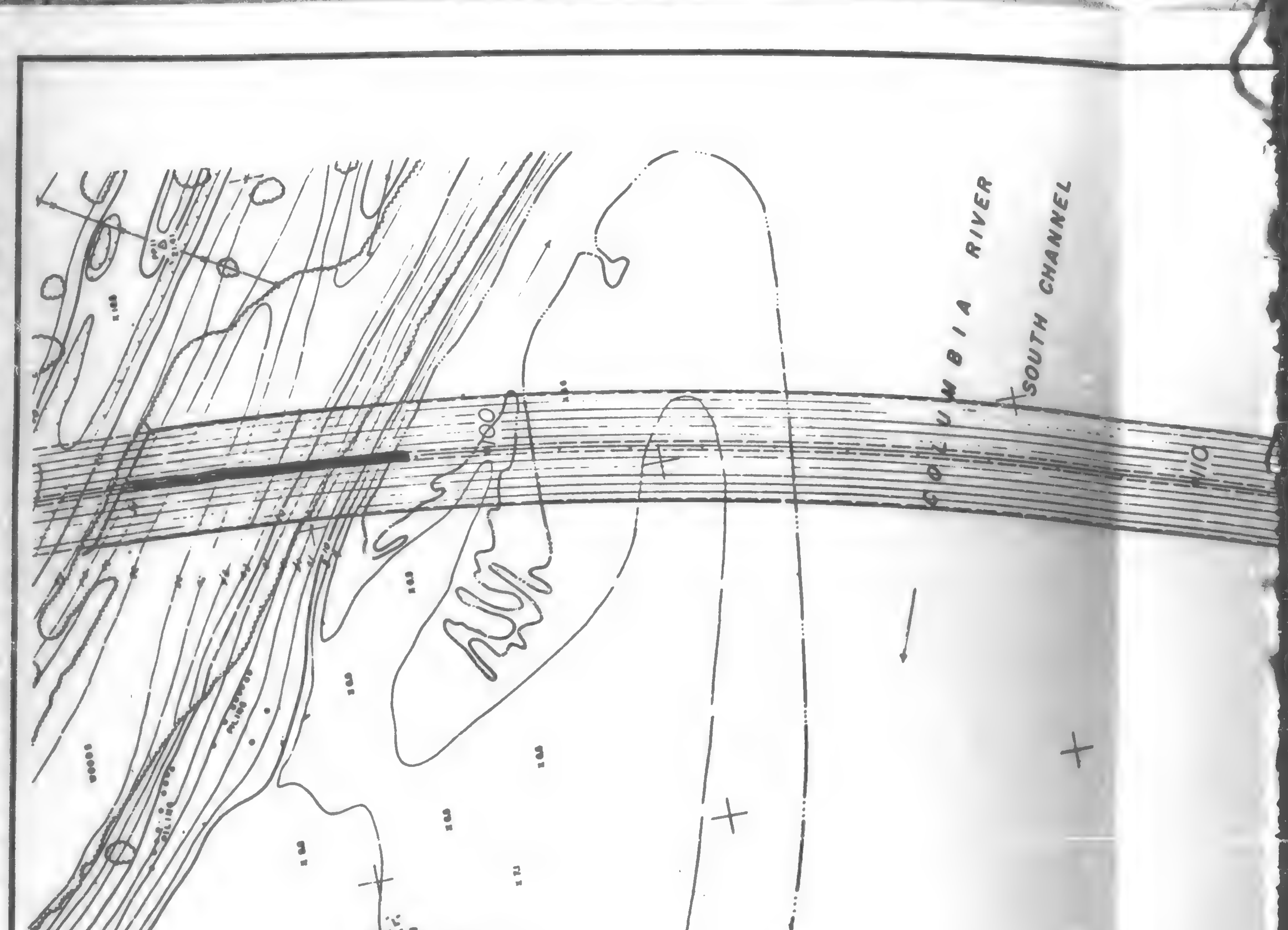
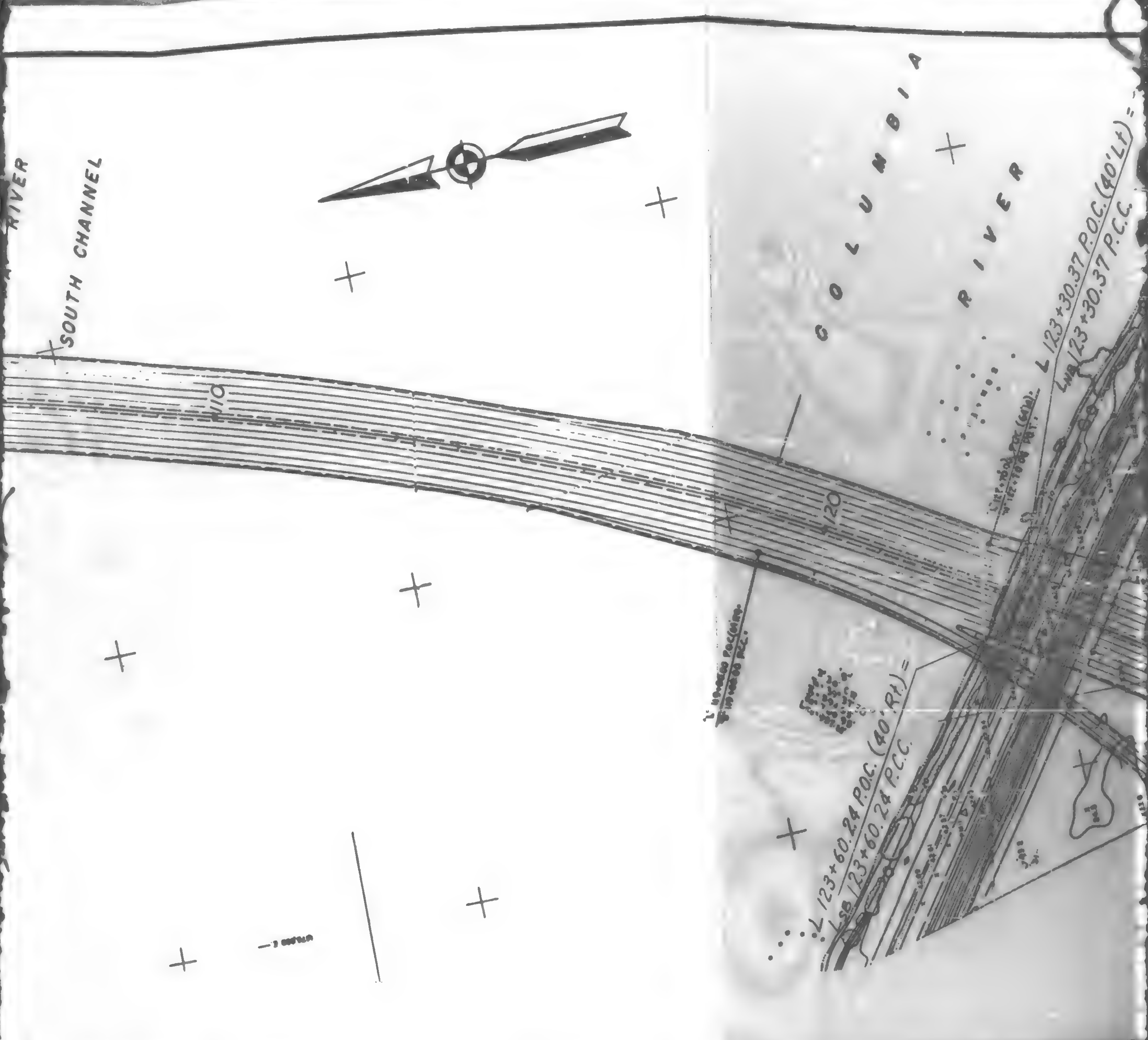

VANCOUVER
N
WASHINGTON
OREGON
Columbia River
PROPOSED MAIN CHANNEL STRUCTURE
FILL
GOVERNMENT ISLAND
PROPOSED SOUTH CHANNEL STRUCTURE
PORTLAND INTERNATIONAL AIRPORT
PORTLAND AIR FORCE BASE
LOMBARD ST
PORTLAND BLVD
AINSWORTH ST
KILLINGSWORTH
ALBERTA ST
PRESCOTT
FREMONT ST
BROADWAY ST
GLISAN ST
BURNSIDE
STARK
HAWTHORNE ST
DIVISION ST
POWELL BLVD
P O R T L A N D

I

LOCATION MAP


COLUMBIA RIVER
SOUTH CHANNEL
Scale: 1" = 200'

DIETERICH POST OF WASH.


RIVER
SOUTH CHANNEL
COLUMBIA
RIVER
110
120
L 123+30.37 P.O.C. (40' Lt) =
Lwb 123+30.37 P.C.C.
L 123+60.24 P.O.C. (40' Rt) =
Lse 123+60.24 P.C.C.

Scale: 1" = 200'

OREGON STATE HIGHWAY DIVISI
BRIDGE SECTION

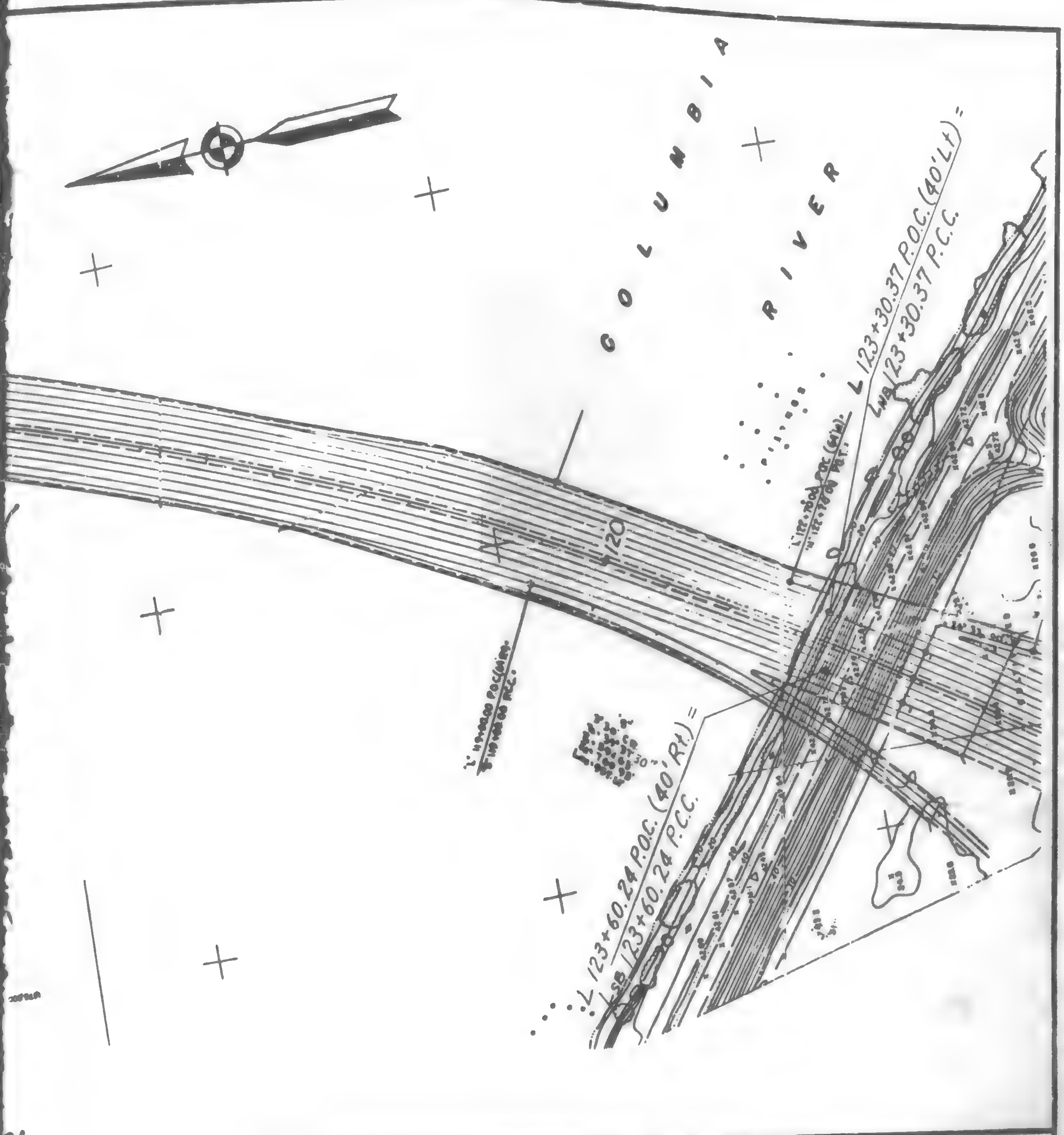
COLUMBIA RIVER ~ SOUTH CHANNEL BR

VACINITY MAP

APPROVED:

BRIDGE ENGINEER

DATE 7-10-75
DESIGNED
DRAWN


COLUMBIA RIVER
L 123+30.37 P.O.C. (40'Lt) =
L WB 123+30.37 P.C.C.
L 123+60.24 P.O.C. (40'Rt.) =
L SB 123+60.24 P.C.C.
120
0'

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

COLUMBIA RIVER ~ SOUTH CHANNEL BRIDGE

VACINITY MAP

APPROVED:

BRIDGE ENGINEER

DATE 7-10-75

BRIDGE NO. 16188

DESIGNED

DRAWN

DRAWING NO. II

III. INTRODUCTION

Oregon and Washington are building the I-205 Freeway as an alternate north-south interstate route. This route is east of the present I-5 Interstate Freeway, which is currently carrying capacity traffic. It traverses East Portland and East Vancouver. The I-205 Freeway crosses the Columbia River between Washington and Oregon at the west end of Government Island.

Originally the crossing was to consist of a structure over the main river and a fill across Government Island and the south channel. The fill was to be part of the Portland International Airport expansion. Abandonment of the airport expansion necessitated an alternate method of carrying the highway.

The Oregon Department of Transportation engaged the consulting firm of Sverdrup & Parcel to make a study of alternates available. In March 1974 the consultant completed his "Report on the Southerly Extension of the Proposed I-205 Columbia River Bridge" including as alternates an all-structure crossing, a long fill on Government Island combined with a structure across the channel, and a short fill on Government Island combined with a structure across the channel. All alternates were on a grade line which resulted in an approximate fill height of 50 feet which is about tree top level at this site. Hydraulic studies were also made comparing the three alternates (see "Hydraulic Studies, I-205 Columbia River Bridge" by Bauer Engineering, dated Feb. 14, 1974). The Consultant recommended the long fill and structure combination because of its low cost and short construction time. In consideration of environmental aspects, the State selected the short fill and structure combination and dropped the grade line to a fill height of 25 feet across Government Island. This alternate allows a natural area at each end of the fill for passage of game traversing from one end of Government Island to the other and reduces the visual impact of the fill. On August 13, 1974 the Federal Highway Administration approved this concept. (See attached copy of FHWA letter) The preliminary proposal as presented herewith reflects that concept.

The design of the main channel crossing is being done by the consulting firm of Sverdrup & Parcel. The south channel crossing will be designed by the Oregon

Department of Transportation, Bridge Section. The short fill on Government Island, which connects the main channel structure and the south channel structure, will also be designed by the Oregon Department of Transportation.

The south channel structure begins at the south end of the Government Island fill and extends southward 3,120 feet to a point just south of the Oregon shore dike and the relocated Marine Drive. The highway is carried southerly from there on a fill section. Ramps at the south end of the structure provide for ON and OFF traffic connecting with the airport interchange to the south.

The alignment of the crossing is diverted to the east to allow for possible future runway extension of the Portland International Airport. The structure height is limited by the need to provide clearance for the glide path of this runway. The small boat channel near the southern shore is provided with 48 feet of vertical clearance above mean low water.

The section dimensions, type of materials, pier shape and general configuration for the south channel structure are similar to those selected for the main channel structure in order to provide continuity of appearance for the overall crossing between Oregon and Washington. The south channel bridge will consist of twin structures, each carrying four traffic lanes and full shoulders. A 9′-4″ bicycle path will fill the median between the structures. Consideration is being given to restrict some lanes to bus traffic only.

Application has been made to the Coast Guard and Corps of Engineers for permits necessary for the construction of this structure.

The plans and specifications for the Washington shore portion of the main channel crossing have been all but completed by the Consultant. The plans and specifications for the remainder of the main channel crossing are nearing completion. The earliest anticipated contract date for this work is October 1976. Anticipated contract date for the south channel structure is April 1977.

Upon approval of this preliminary submittal, final design and plans will be prepared for the south channel bridge.

IV. PROPOSAL

The proposal for the south channel crossing is the same twin structure configuration used for the main channel structure. It provides four 12-foot traffic lanes plus 10-foot shoulders for a total width of 68'-0" for each structure. A 9'-4" bicycle path forms a median separating the structures. This will provide for the projected 1996 traffic counts of 67,000 vehicles per day. If required in the future, designated lanes may be converted to exclusive use by buses.

The south channel crossing is located in relatively shallow water varying from 0 to 8 feet at mean low water. The design flood increases these depths by 26 feet. The structure will be established in a deep sand foundation on pile-supported footings as recommended in Sverdrup & Parcel's "Preliminary Foundation Investigation, I-205 Columbia River Bridge South Channel Extension", dated February 1974. Supplemental test holes in the dike area made by the Oregon Department of Transportation, Bridge Section, substantiate this recommendation.

The use of prestressed concrete girder spans similar to those of the main channel crossing will provide a continuity of appearance for the entire river crossing from Washington shore to Oregon shore.

Several different span length layouts were studied and 200-foot spans were found to be the more economical for the structure height at this site. Although the main channel structure is to be of segmental construction, the lower height and shallow water at the south channel will allow conventional poured-in-place post-tensioned construction as an alternate. The contract plans will provide an option of either type of superstructure construction except at the southerly end where land construction and changing roadway width indicate poured-in-place construction would be more suitable.

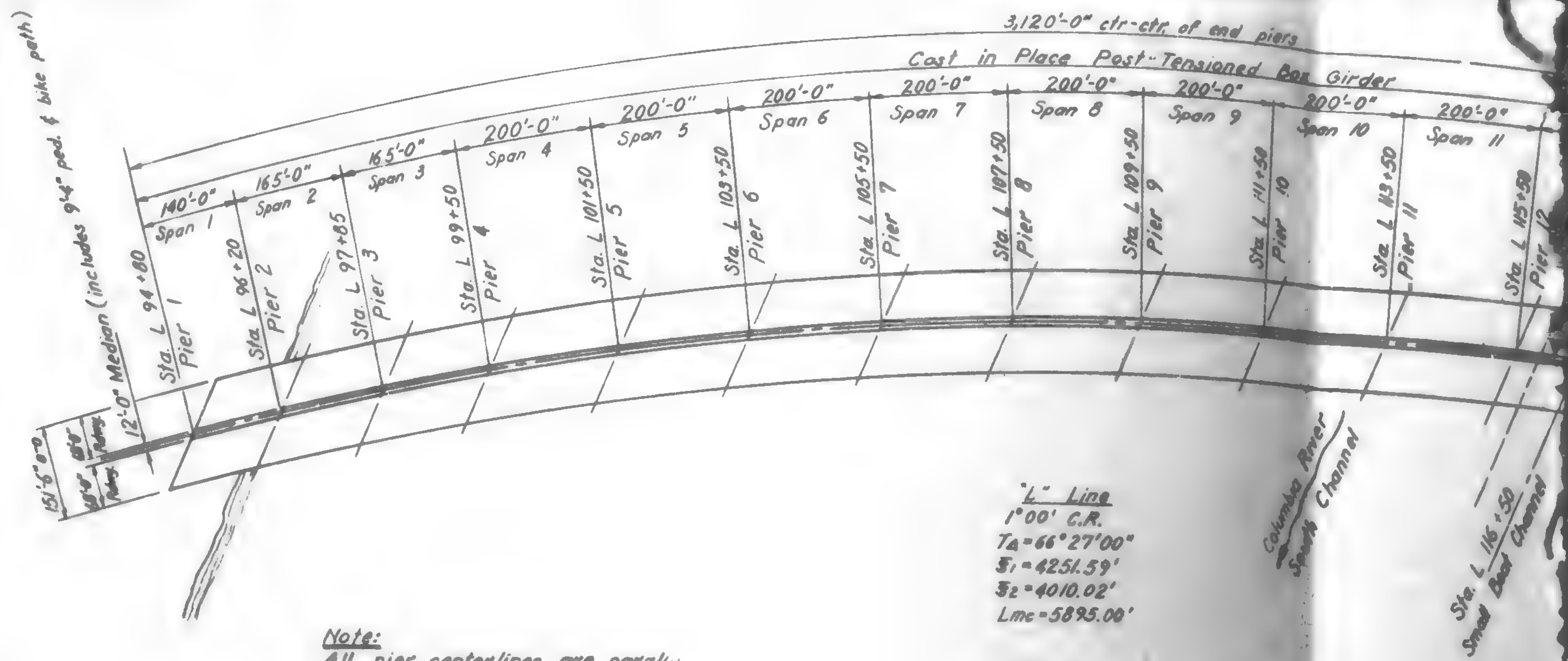
Each of the twin superstructures will be supported on single column piers through the channel area. The appearance will be similar to the North Channel piers but options in the plans will allow the contractor to use either conventional cofferdam constructed poured-in-place concrete piers or precast bell type concrete piers such as were used on the downstream structure for the Interstate I-5 Bridge and on the Astoria-Megler Bridge near the mouth of the Columbia River. In either case steel H piling are used to support the piers.

Navigation clearance over the small boat channel will be 174 feet horizontal by 48 feet vertical, however, during construction these may be reduced to 40 feet horizontal by 33 feet vertical. A 300-foot wide channel 6 feet deep below mean low water may, at the contractor's option, be dredged along the centerline of the structure to provide site access for his floating equipment. Excavated material will be side cast at the channel site and backfilled upon completion of the work.

Approval has been applied for to the Multnomah County Drainage District for crossing the south shore dike. Means of protecting the dike have been discussed and tentatively approved by the Corps of Engineers. This includes using a reverse filter system under the pile footings adjacent to the south edge of the dike.

All loadings and design criteria are in accordance with American Association of State Highway and Transportation Officials' Standard Specifications for Highway Bridges, as adopted by the Oregon Department of Transportation, Bridge Section. Construction will be in accordance with the Standard Specifications for Highway Construction of the Oregon State Highway Division and the contract plans and specifications.

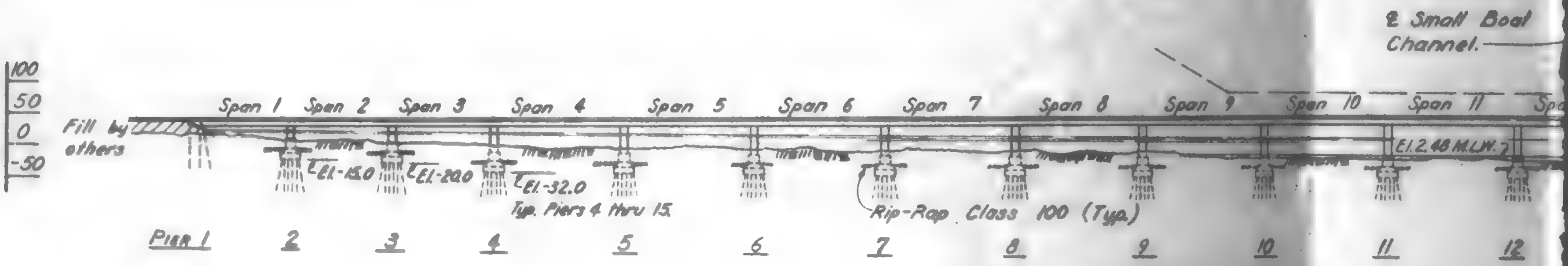
The estimated costs, based on approximate quantities and including an allowance for engineering and contingencies, range from $28,000,000 for the selected alternate to $33,000,000 for other combinations of options (see COST DATA). The construction of this South Channel Bridge will close one more link in the 36-mile I-205 Interstate route bypassing congested areas of East Portland, Oregon, and Vancouver, Washington and providing safe, efficient, and pleasing travel for the motoring public.


3,120'-0" ctr-ctr. of end piers
Cast in Place Post-Tensioned Box Girder
140'-0" Span 1
165'-0" Span 2
165'-0" Span 3
200'-0" Span 4
200'-0" Span 5
200'-0" Span 6
200'-0" Span 7
200'-0" Span 8
200'-0" Span 9
200'-0" Span 10
200'-0" Span 11
Sta. L 94+80 Pier 1
Sta. L 96+20 Pier 2
Sta. L 97+85 Pier 3
Sta. L 99+50 Pier 4
Sta. L 101+50 Pier 5
Sta. L 103+50 Pier 6
Sta. L 105+50 Pier 7
Sta. L 107+50 Pier 8
Sta. L 109+50 Pier 9
Sta. L 111+50 Pier 10
Sta. L 113+50 Pier 11
Sta. L 115+50 Pier 12
151'-6" o-o
12'-0" Median (includes 9'-4" ped. & bike path)
Columbia River South Channel
Sta. L 116+50 ℄ Small Boat Channel

"L" Line
1°00' C.R.
T_A = 66°27'00"
T_1 = 4251.59'
T_2 = 4010.02'
Lmc = 5895.00'

Note:
All pier centerlines are parallel to small boat channel.

PLAN
Scale: 1" = 150'

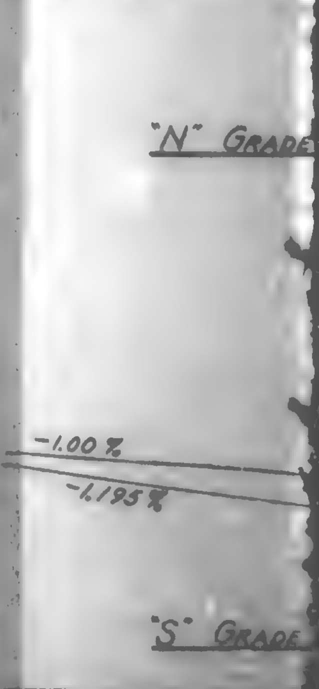

℄ Small Boat Channel.
100
50
0
-50
Fill by others
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
Span 8
Span 9
Span 10
Span 11
El. -15.0
El. -20.0
El. -32.0
Typ. Piers 4 thru 15.
Rip-Rap Class 100 (Typ.)
El. 2.48 M.L.W.
Pier 1
2
3
4
5
6
7
8
9
10
11
12

DEVELOPED ELEVATION
Scale: 1" = 150'

Note:
All elevations shown are U.S.C. & G.S. and Oregon State Highway Division Datum.

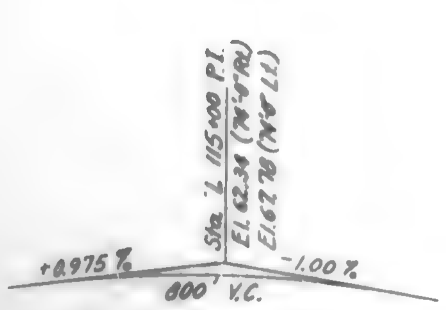
2.48'
El. +2.48 = El. 0.00 Columbia River Datum = M.L.W.
El. 0.00 U.S.C. & G.S. = O.S.H.D. Datum = M.S.L.

DATUM PLANES

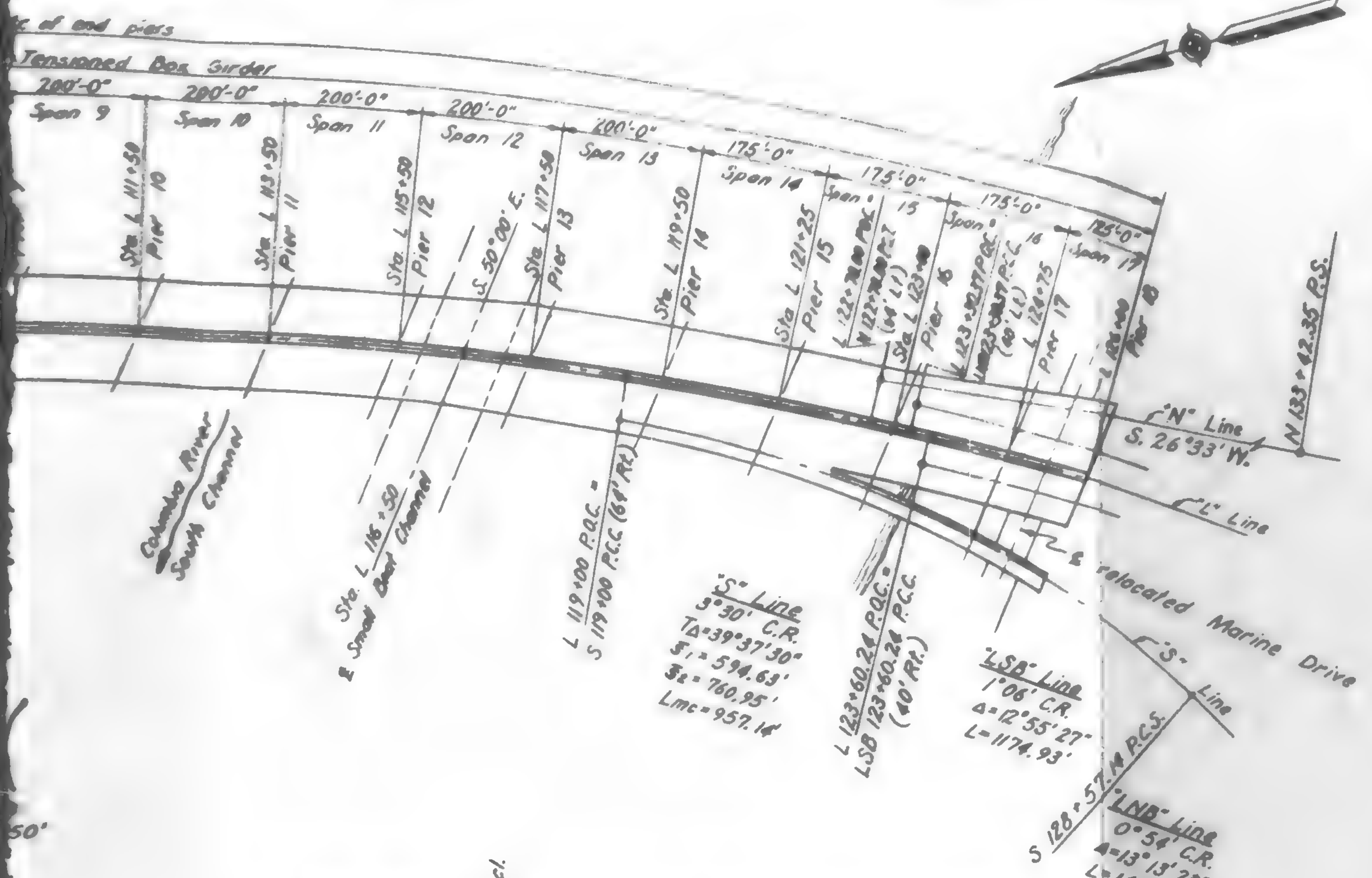

-0.953 %
-0.787 %
"N" GRADE
-1.00 %
-1.195 %
"S" GRADE

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1948)
Discharge - c.f.s.	230,000	1,010,000 *
Frequency-yrs.	100	1,000 (+)
H.W. Elevation Natural Channel	28.4 (1973)	32.7

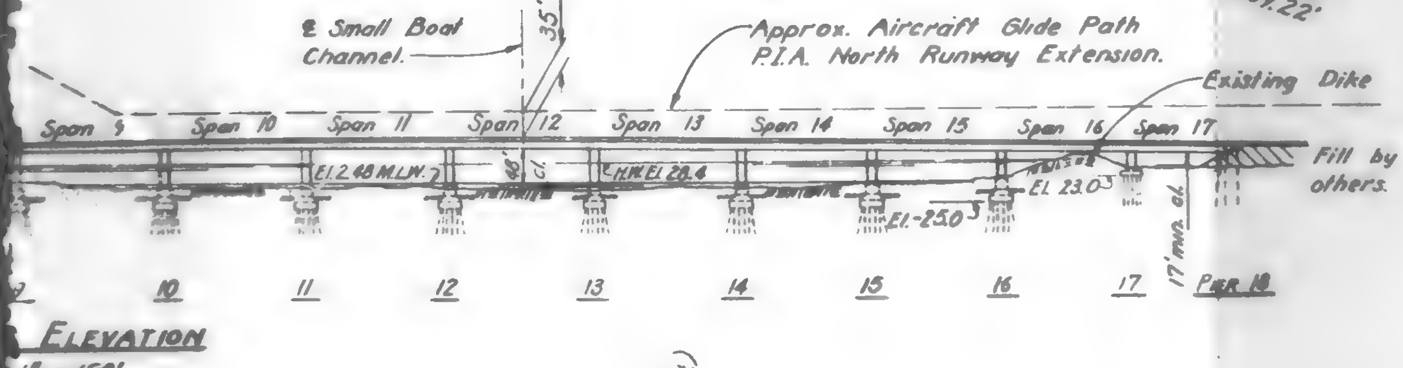
* Total discharge Columbia River. Division of flow approx. ⅛th in south channel.


Sta. L 115+00 P.I.
El. 62.34 (N P.G.)
El. 62.78 (N L.L.)
+0.975 %
-1.00 %
800' V.C.

"L" GRADE LINE DIAGRAM



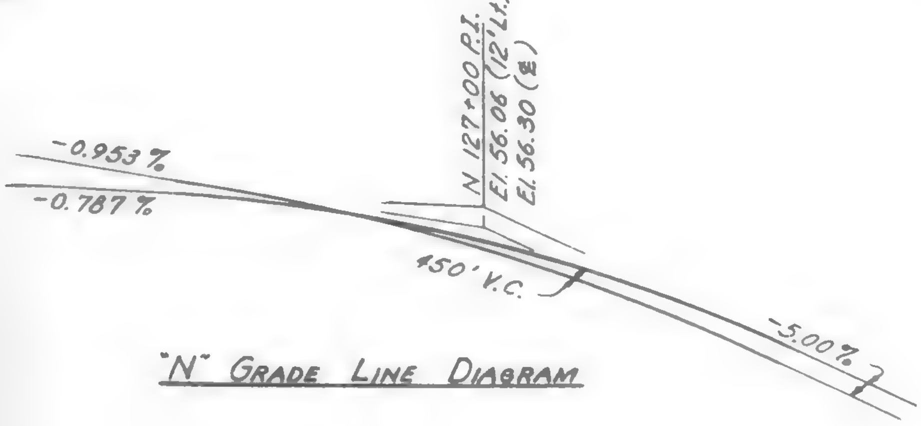
...s of end piers
...Tensioned Box Girder
200'-0"
Span 9
Span 10
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
175'-0"
Sta. L 111+50 Pier 10
Sta. L 113+50 Pier 11
Sta. L 115+50 Pier 12
Sta. L 117+50 Pier 13
Sta. L 119+50 Pier 14
Sta. L 121+25 Pier 15
S. 50°00' E.
"N" Line S. 26°33' W.
N 133+42.35 P.S.
"L" Line
℄ relocated Marine Drive
"S" Line
Columbia River South Channel
Sta. L 116+50 ℄ Small Boat Channel
L 119+00 P.C. = S 119+00 P.C.C. (64' Rt.)
"S" Line 3°30' C.R. T∆=39°37'30" 𝔍₁=594.63' 𝔍₂=760.95' Lmc=957.14'
L 123+60.24 P.O.C. = LSB 123+60.24 P.C.C. (40' Rt.)
"LSB" Line 1°06' C.R. ∆=12°55'27" L=1174.93'
S 128+57.14 P.C.S.
"LNB" Line 0°54' C.R. ∆=13°13'23" L=1469.22'



℄ Small Boat Channel.
35' cl.
Approx. Aircraft Glide Path P.I.A. North Runway Extension.
Existing Dike
Span 9
Span 10
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
El. 2.48 M.L.W.
40' cl.
H.W. El. 28.4
El. 23.0
El. -25.0
17' min. cl.
Fill by others.
10
11
12
13
14
15
16
17
Pier 18

Elevation

1" = 150'

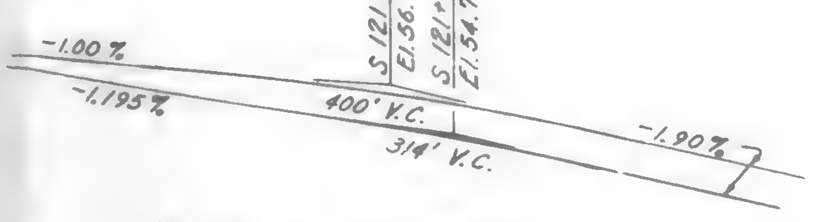


-0.953 %
-0.787 %
N 127+00 P.I.
El. 56.06 (12' Lt.)
El. 56.30 (℄)
450' V.C.
-5.00 %

"N" Grade Line Diagram

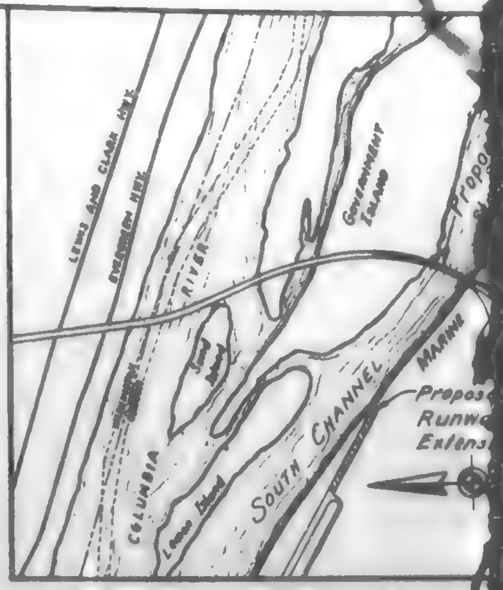
...ood
...B)
...00 *
...(+)

...r.
...outh channel.



-1.00 %
-1.195 %
S 121+00 P.I.
El. 56.74 (℄)
S 121+43 P.I.
El. 54.75 (18' Rt.)
400' V.C.
314' V.C.
-1.90 %

"S" Grade Line Diagram



Lewis and Clark Hwy.
Columbia River
Government Island
Marine Drive
South Channel
Lemon Island
Proposed Runway Extension

Vicinity Map

Alternate I
Cast in Place P.T.B.G.

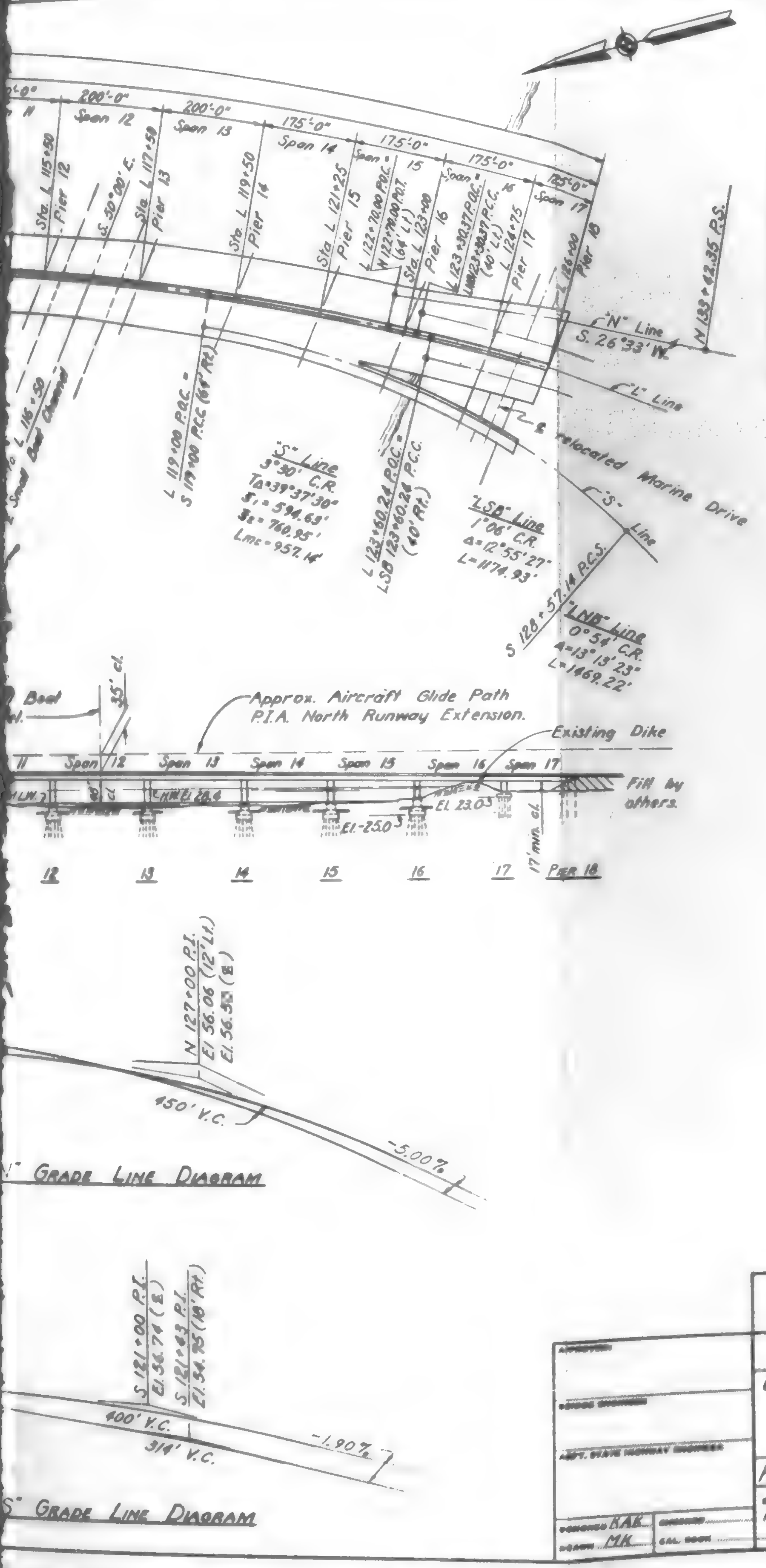
OREGON STATE HIGHWAY DIVIS
BRIDGE SECTION

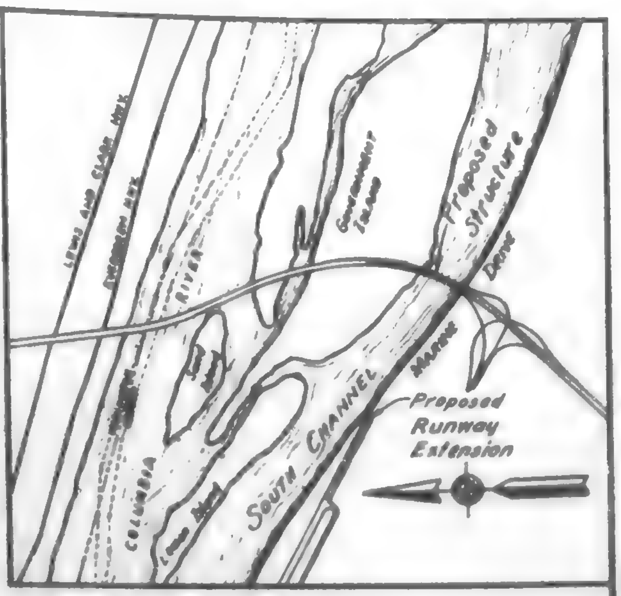
Columbia River ~ South Channel Br
Columbia River Section
East Portland Freeway Highway
Multnomah County

Preliminary Plan and Elevation

Date .... Bridge No. 16188 .... Sheet 1
Accompanied by Dwgs. ....
Drawing No. ....

Approved:
Bridge Engineer
Ass't. State Highway Engineer
Designed KAK Checked ....
Drawn MK Cal. Book ....


200'-0"
200'-0"
175'-0"
175'-0"
175'-0"
175'-0"
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
Sta. L 115+50
Pier 12
S. 50°00' E.
Sta. L 117+50
Pier 13
Sta. L 119+50
Pier 14
Sta. L 121+25
Pier 15
L 122+70.00 P.O.C.
N 122+70.00 P.O.T.
(64' Lt.)
Sta. L 123+00
Pier 16
L 123+30.37 P.O.C.
LNB 123+30.37 P.C.C.
(40' Lt.)
L 124+75
Pier 17
L 126+00
Pier 18
"N" Line
S. 26°33' W.
N 133+42.35 P.S.
"L" Line
℄ relocated Marine Drive
"S" Line
L 116+50
℄ Small Boat Channel
L 119+00 P.O.C. =
S 119+00 P.C.C. (64' Rt.)
"S" Line
3°30' C.R.
TΔ=39°37'30"
T1 = 594.63'
T2 = 760.95'
Lmc = 957.14'
L 123+60.24 P.O.C. =
LSB 123+60.24 P.C.C.
(40' Rt.)
"LSB" Line
1°06' C.R.
Δ=12°55'27"
L=1174.93'
S 128+57.14 P.C.S.
"LNB" Line
0°54' C.R.
Δ=13°13'23"
L=1469.22'
Boat Channel
35' cl.
Approx. Aircraft Glide Path
P.I.A. North Runway Extension.
Existing Dike
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
Fill by others.
H.W.
M.L.W.
El. 23.0
El. -25.0
12
13
14
15
16
17
17' min. cl.
Pier 18
N 127+00 P.I.
El 56.06 (12' Lt.)
El 56.50 (℄)
450' V.C.
-5.00%
"N" Grade Line Diagram
S 121+00 P.T.
El 56.74 (℄)
S 121+63 P.I.
El 54.95 (18' Rt.)
400' V.C.
314' V.C.
-1.90%
"S" Grade Line Diagram


Lewis and Clark Hwy.
Evergreen Hwy.
River
Columbia
Government Island
Proposed Structure
Marine Drive
South Channel
Proposed Runway Extension

VICINITY MAP

ALTERNATE I
CAST IN PLACE P.T.B.G.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

COLUMBIA RIVER ~ SOUTH CHANNEL BRIDGE
COLUMBIA RIVER SECTION
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

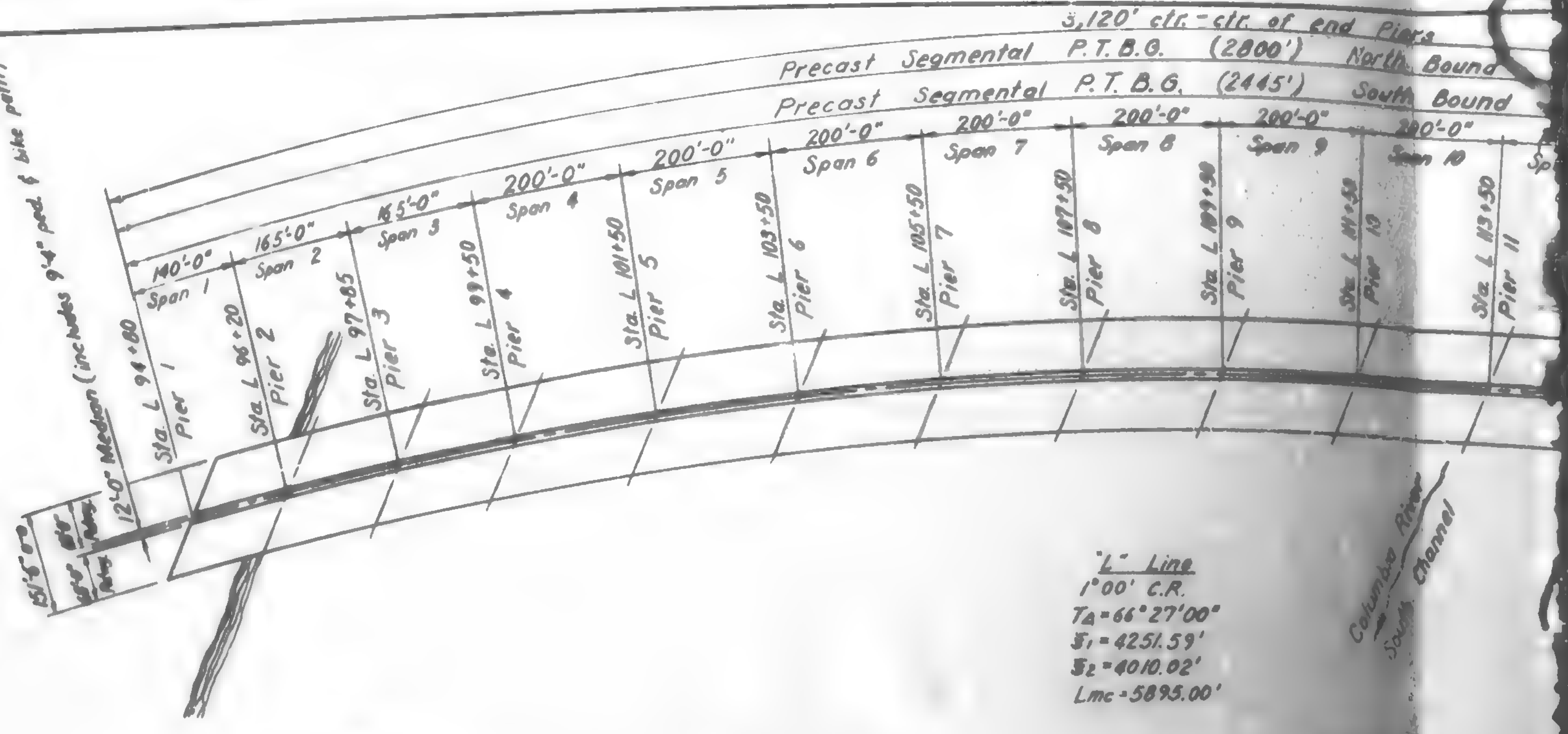
PRELIMINARY PLAN AND ELEVATION

APPROVED:

BRIDGE ENGINEER

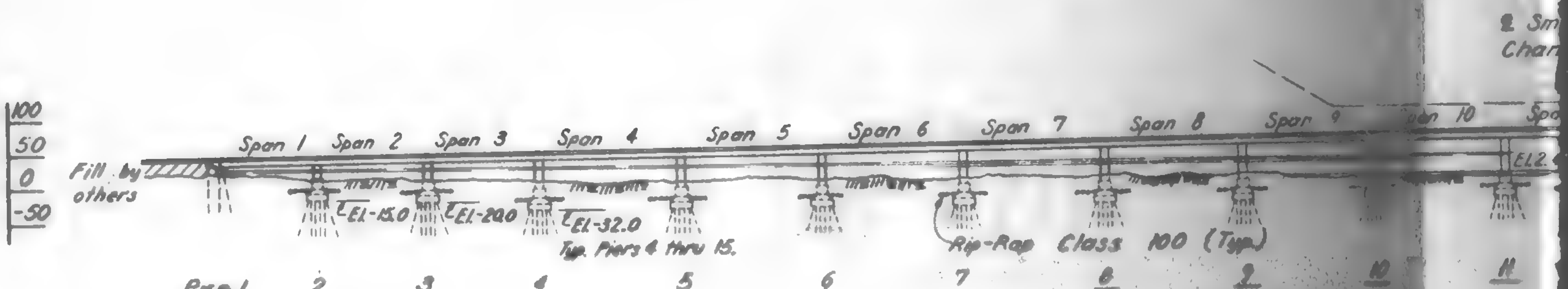
ASST. STATE HIGHWAY ENGINEER

DESIGNED RAK
DRAWN MK
CHECKED
CAL. BOOK
DATE
BRIDGE NO. 16168
ACCOMPANIED BY DWGS.
SHEET 1 OF
DRAWING NO. V A


5,120' ctr.-ctr. of end Piers
Precast Segmental P.T.B.G. (2800') North Bound
Precast Segmental P.T.B.G. (2445') South Bound
140'-0" Span 1
165'-0" Span 2
165'-0" Span 3
200'-0" Span 4
200'-0" Span 5
200'-0" Span 6
200'-0" Span 7
200'-0" Span 8
200'-0" Span 9
200'-0" Span 10
Sta. L 94+80 Pier 1
Sta. L 96+20 Pier 2
Sta. L 97+85 Pier 3
Sta. L 99+50 Pier 4
Sta. L 101+50 Pier 5
Sta. L 103+50 Pier 6
Sta. L 105+50 Pier 7
Sta. L 107+50 Pier 8
Sta. L 109+50 Pier 9
Sta. L 111+50 Pier 10
Sta. L 113+50 Pier 11
12'-0" Median (includes 9'-4" ped. & bike path)
Columbia River South Channel
"L" Line
1°00' C.R.
T_{Δ} = 66°27'00"
S_1 = 4251.59'
S_2 = 4010.02'
Lmc = 5895.00'

Note:
All pier centerlines are parallel to small boat channel.

PLAN
Scale: 1" = 150'


100
50
0
-50
Fill by others
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
Span 8
Span 9
Span 10
El-15.0
El-20.0
El-32.0
Typ. Piers 4 thru 15.
Rip-Rap Class 100 (Typ.)
Pier 1
2
3
4
5
6
7
8
9
10
11

DEVELOPED ELEVATION
Scale: 1" = 150'

Note:
All elevations shown are U.S.C. & G.S. and Oregon State Highway Division Datum.

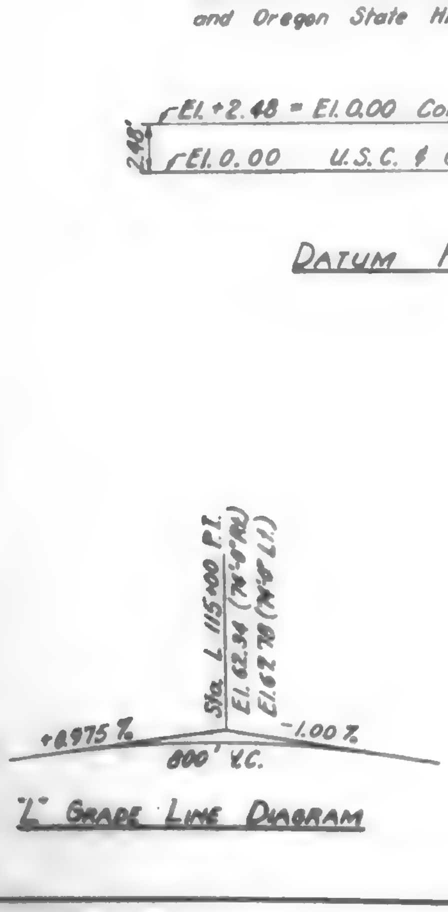
El. +2.48 = El. 0.00 Columbia River Datum = M.L.W.
2.48'
El. 0.00 U.S.C. & G.S. = O.S.H.D. Datum = M.S.L.

DATUM PLANES

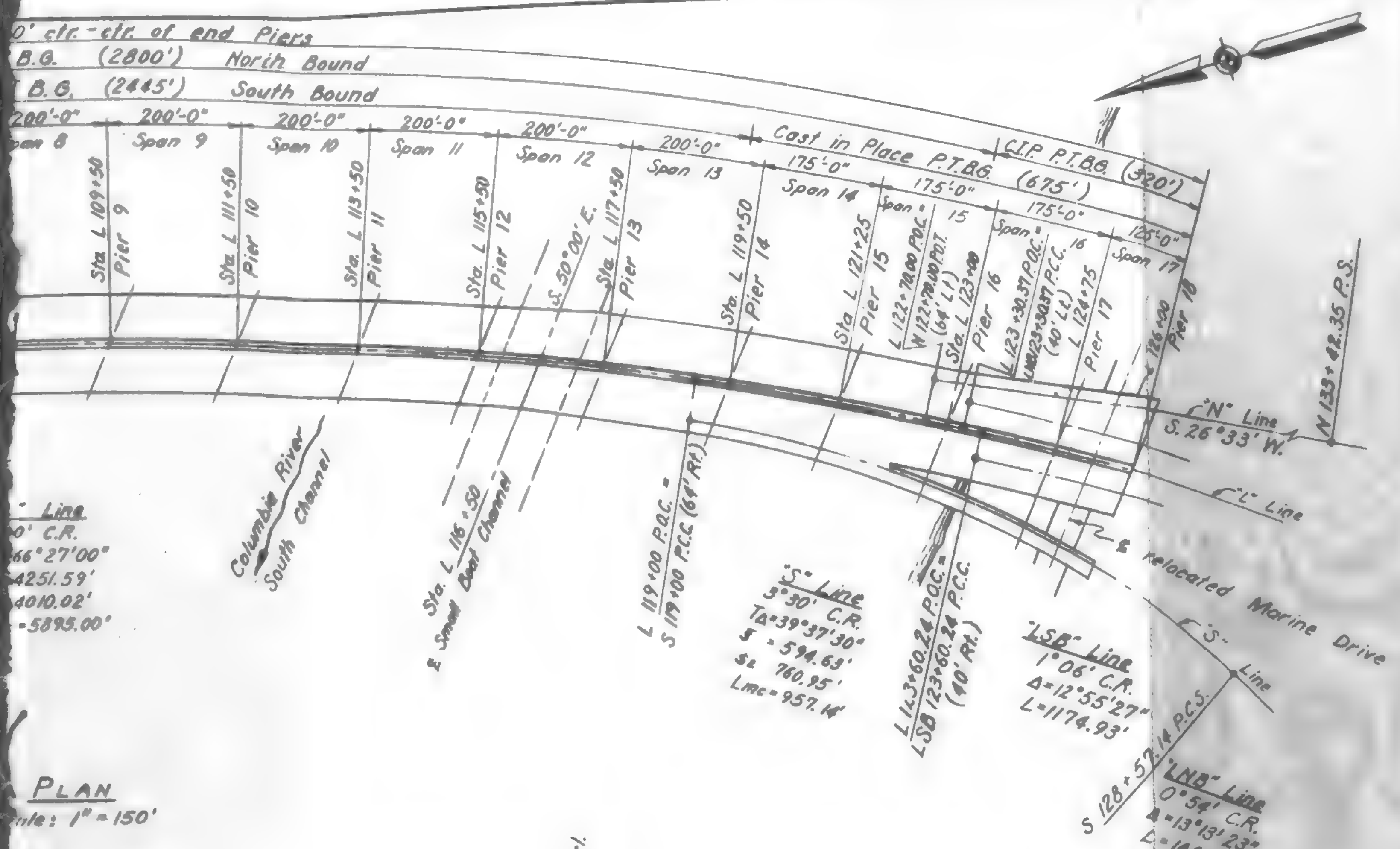
-0.959%
-0.787%
-1.00%
-1.125%

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1948)
Discharge - c.f.s.	230,000	1,010,000 *
Frequency - yrs.	100	1,000 (+)
H.W. Elevation Natural Channel	28.4 (1973)	32.7

* Total discharge Columbia River. Division of flow approx. ⅓rd in south channel.


Sta. L 115+00 P.I.
El. 62.34 (74'-6" Rt.)
El. 62.78 (74'-6" Lt.)
+0.975%
-1.00%
800' V.C.

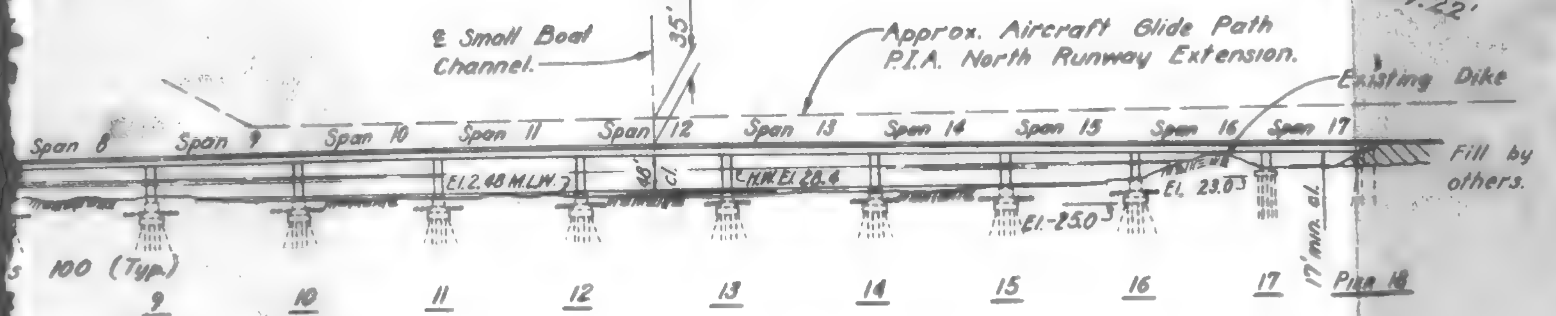
"L" GRADE LINE DIAGRAM


0' ctr.-ctr. of end Piers
B.G. (2800') North Bound
B.G. (2445') South Bound
200'-0"
200'-0"
200'-0"
200'-0"
200'-0"
200'-0"
Cast in Place P.T.B.G.
C.I.P. P.T.B.G. (520')
(675')
175'-0"
175'-0"
175'-0"
125'-0"
Span 8
Span 9
Span 10
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
Sta. L 109+50
Pier 9
Sta. L 111+50
Pier 10
Sta. L 113+50
Pier 11
Sta. L 115+50
Pier 12
S. 50°00' E.
Sta. L 117+50
Pier 13
Sta. L 119+50
Pier 14
Sta. L 121+25
Pier 15
L 122+78.00 P.O.C.
N 122+78.00 P.O.T. (64' Lt.)
Sta. L 123+00
Pier 16
L 123+30.31 P.O.C.
LNB123+30.31 P.C.C. (40' Lt.)
L 124+75
Pier 17
126+00
Pier 18
"N" Line
S. 26°33' W.
N 133+42.35 P.S.
"L" Line
0' C.R.
66°27'00"
4251.59'
4010.02'
=5895.00'
Columbia River South Channel
Sta. L 116+50
℄ Small Boat Channel
L 119+00 P.O.C. =
S 119+00 P.C.C. (64' Rt.)
"S" Line
3°30' C.R.
Ta=39°37'30"
T = 594.63'
Tc 760.95'
Lmc=957.14'
L 123+60.24 P.O.C. =
LSB 123+60.24 P.C.C. (40' Rt.)
"LSB" Line
1°06' C.R.
Δ=12°55'27"
L=1174.93'
"L" Line
℄ Relocated Marine Drive
"S" Line
S 128+57.14 P.C.S.
"LNB" Line
0°54' C.R.
Δ=13°13'23"
L=1469.22'

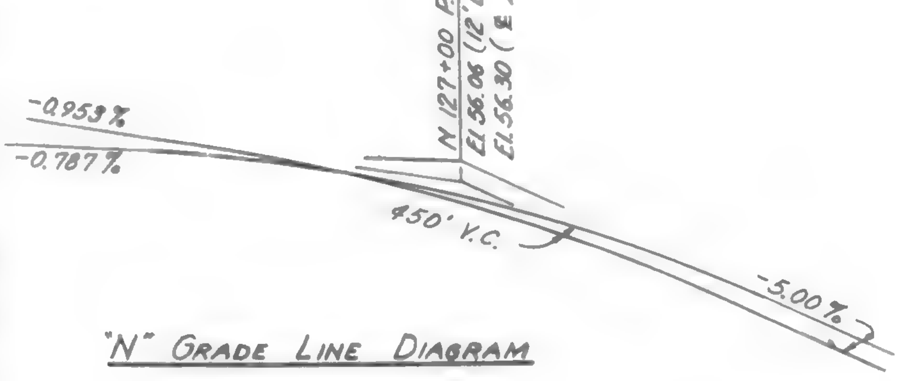
PLAN
Scale: 1" = 150'

Lewis and Clark Hwy.
Columbia River
South Channel
Columbia

VICINITY M


℄ Small Boat Channel.
35' cl.
Approx. Aircraft Glide Path P.I.A. North Runway Extension.
Existing Dike
Span 8
Span 9
Span 10
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
Fill by others.
El. 2.40 M.L.W.
40' cl.
C.H.W. El. 28.4
El. -25.0
El. 23.0
17' min. cl.
s 100 (Typ.)
9
10
11
12
13
14
15
16
17
Pier 18

EVELOPED ELEVATION
Scale: 1" = 150'

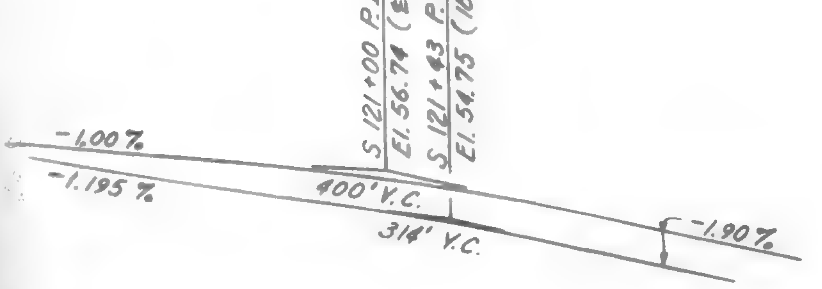

-0.953%
-0.787%
N 127+00 P.I.
El. 56.06 (12' Lt.)
El. 56.30 (℄)
450' V.C.
-5.00%

"N" GRADE LINE DIAGRAM

ATA

	Max. Flood yr. (1948)
	1,010,000 *
	1,000 (+)
	32.7

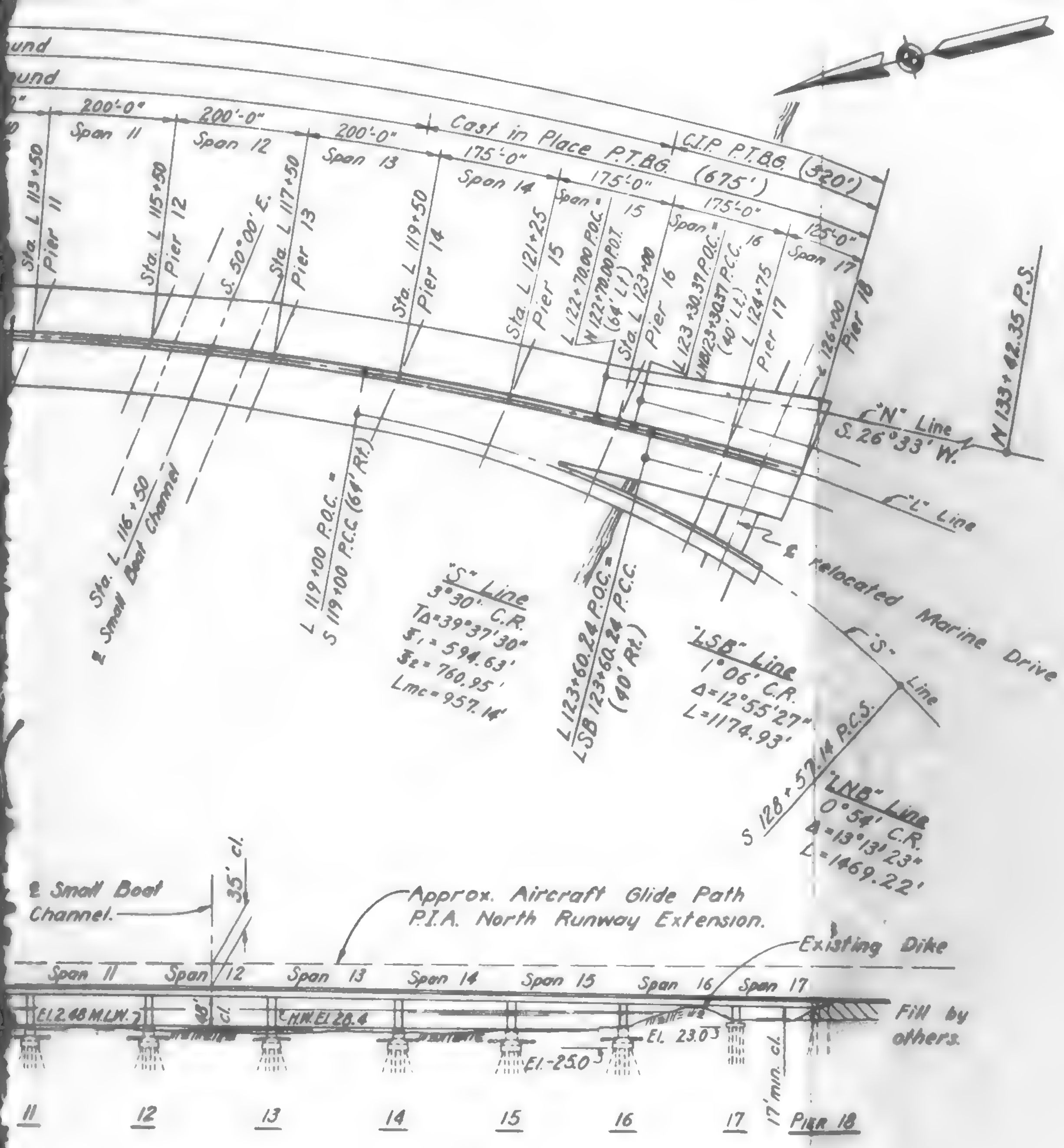
mbia River.
. $^{\text{to}}$ in south channel.

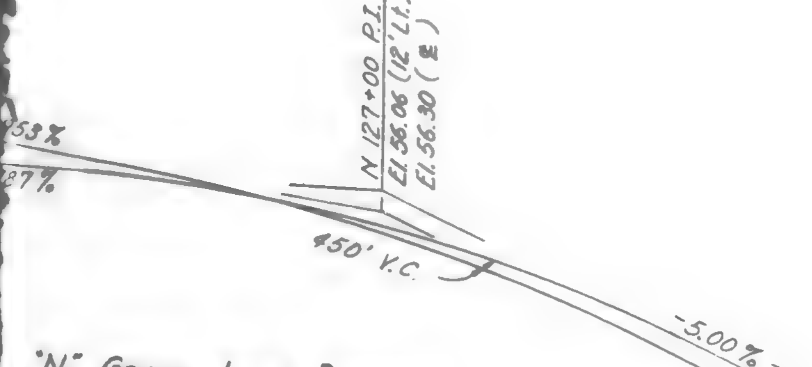

-1.00%
-1.195%
S 121+00 P.I.
El. 56.74 (℄)
S 121+63 P.I.
El. 54.75 (16' Rt.)
400' V.C.
314' V.C.
-1.90%

"S" GRADE LINE DIAGRAM

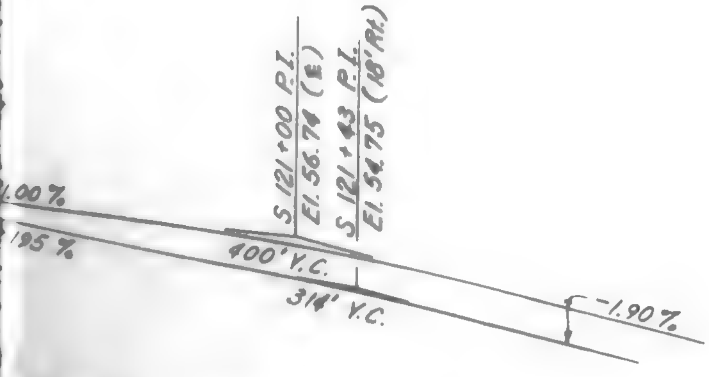
ALTERNATE
PRECAST SEGMENTAL
OREGON STATE
BRIDGE
COLUMBIA RIVER – SOUTH
COLUMBIA RIVER
EAST PORTLAND FREEW
MULTNOMAH CO
PRELIMINARY PLAN

APPROVED
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED RAK
DRAWN MR
CHECKED
CAL. BOOK
DATE
ACCOMPANIED BY DWGS.

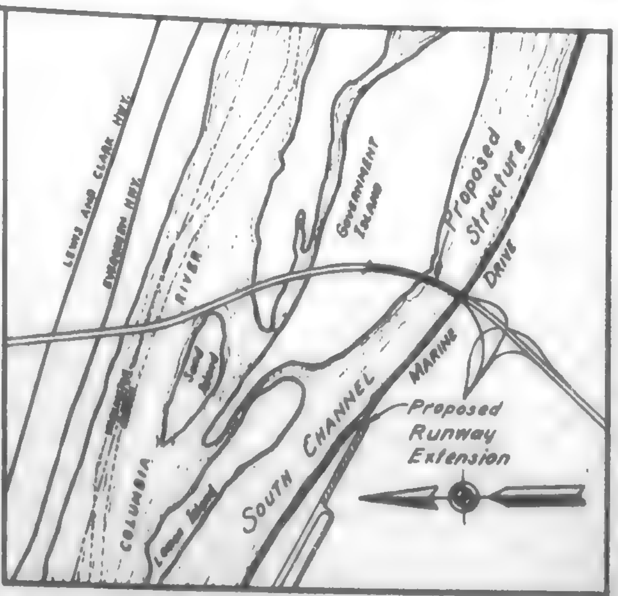

ound
ound
200'-0"
200'-0"
200'-0"
Cast in Place P.T.B.G. (675')
C.I.P. P.T.B.G. (320')
175'-0"
175'-0"
175'-0"
125'-0"
Span 11
Span 12
Span 13
Span 14
Span 15
Span 16
Span 17
Sta. L 113+50 Pier 11
Sta. L 115+50 Pier 12
S. 50°00' E.
Sta. L 117+50 Pier 13
Sta. L 119+50 Pier 14
Sta. L 121+25 Pier 15
L 122+70.00 P.O.C. = N 122+70.00 P.O.T. (64' Lt.)
Sta. L 123+00 Pier 16
L 123+30.37 P.O.C. = LNB 123+30.37 P.C.C. (40' Lt.)
L 124+75 Pier 17
℄ 126+00 Pier 18
"N" Line S. 26°33' W.
N 133+42.35 P.S.
"L" Line
℄ Relocated Marine Drive
"S" Line
Sta. L 116+50 ℄ Small Boat Channel
L 119+00 P.O.C. = S 119+00 P.C.C. (64' Rt.)
"S" Line 3°30' C.R. TΔ=39°37'30" T1=594.63' T2=760.95' Lmc=957.14'
L 123+60.24 P.O.C. = LSB 123+60.24 P.C.C. (40' Rt.)
"LSB" Line 1°06' C.R. Δ=12°55'27" L=1174.93'
S 128+57.14 P.C.S.
"LNB" Line 0°54' C.R. Δ=13°13'23" L=1469.22'
℄ Small Boat Channel.
35' cl.
Approx. Aircraft Glide Path P.I.A. North Runway Extension.
Existing Dike
El. 2.48 M.L.W.
48' cl.
H.W. El. 28.4
El. 23.0
El. -25.0
Fill by others.
17' min. cl.
11
12
13
14
15
16
17
Pier 18


.53%
.87%
N 127+00 P.I.
El. 56.06 (12' Lt.)
El. 56.30 (℄)
450' V.C.
-5.00%

"N" GRADE LINE DIAGRAM


1.00%
.95%
S 121+00 P.I.
El. 56.74 (℄)
S 121+43 P.I.
El. 54.75 (18' Rt.)
400' V.C.
314' V.C.
-1.90%

"S" GRADE LINE DIAGRAM


Lewis and Clark Hwy.
Evergreen Hwy.
Columbia
River
Government Island
Proposed Structure
Marine
Drive
South Channel
Proposed Runway Extension

VICINITY MAP

ALTERNATE II
PRECAST SEGMENTAL P.T.B.G.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

COLUMBIA RIVER – SOUTH CHANNEL BRIDGE
COLUMBIA RIVER SECTION
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

PRELIMINARY PLAN AND ELEVATION

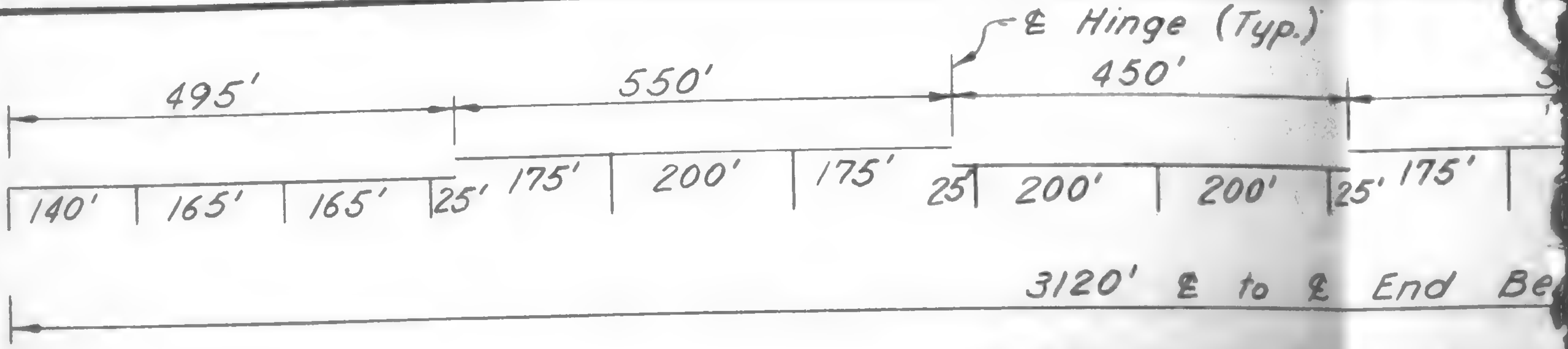
APPROVED:

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

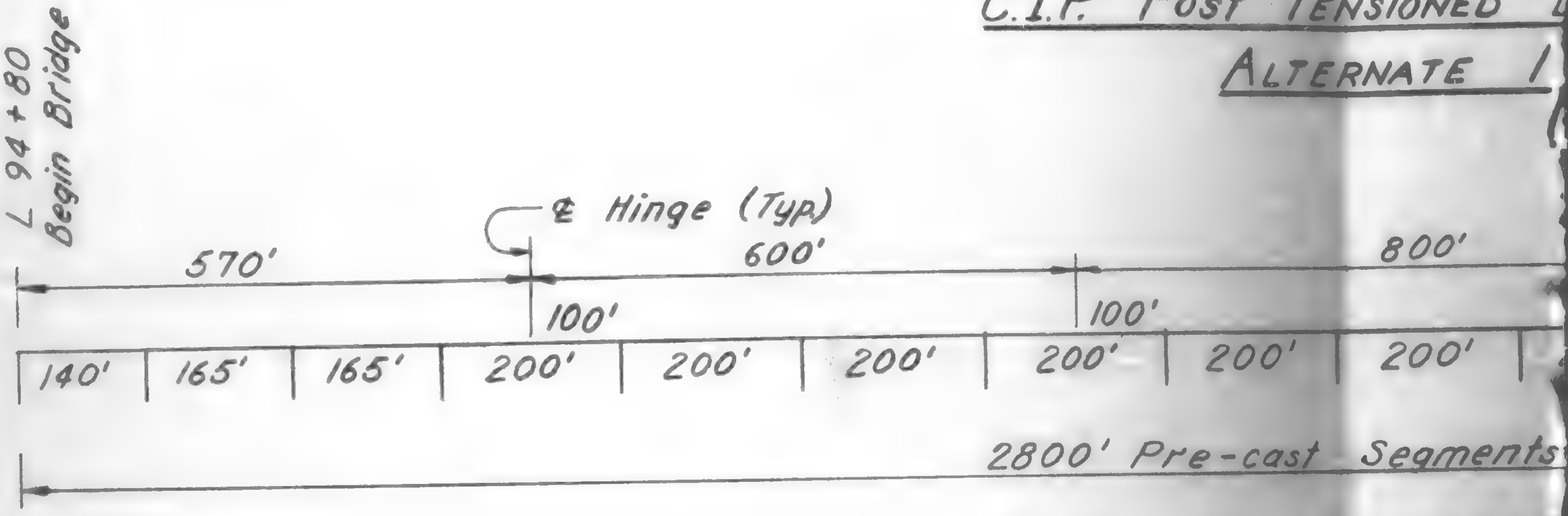
DESIGNED KAK
DRAWN MH
CHECKED
CAL. BOOK

DATE
BRIDGE NO. 16188
ACCOMPANIED BY DWGS.
SHEET 1 OF
DRAWING NO. V B

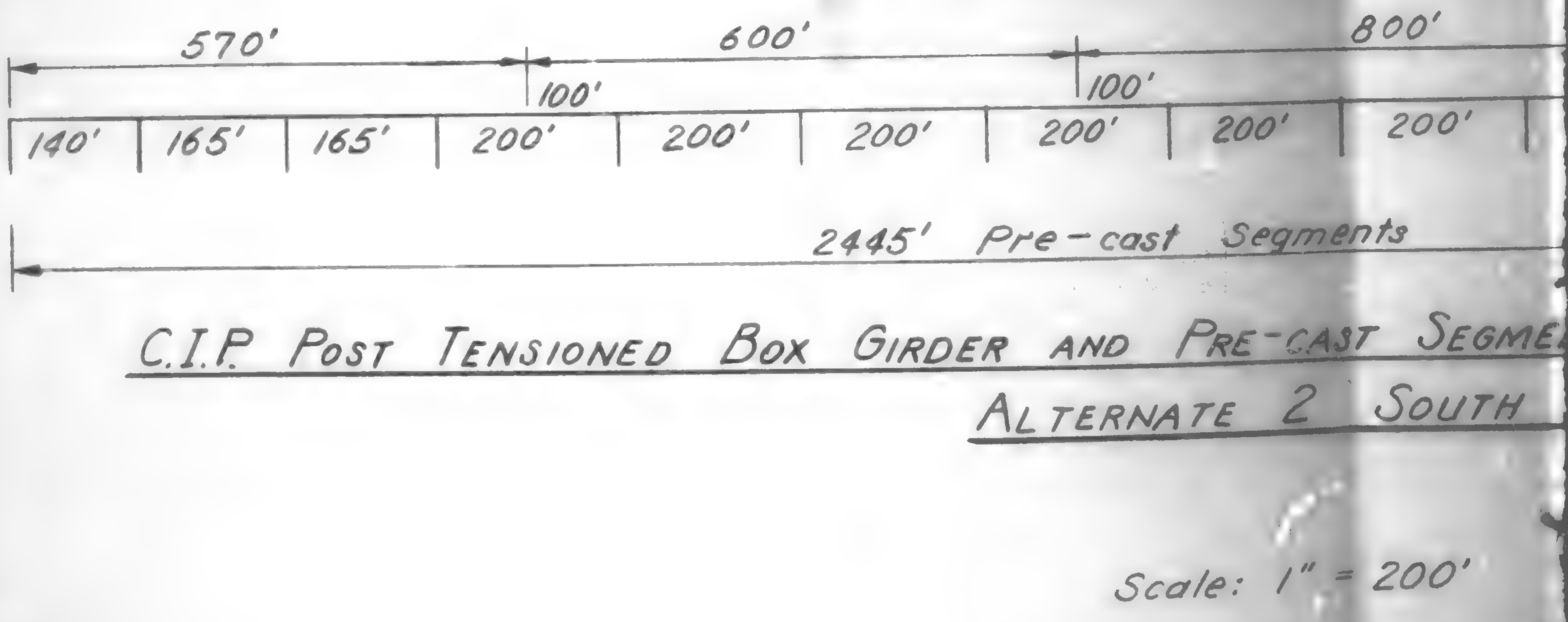

℄ Hinge (Typ.)
495'
550'
450'
140'
165'
165'
25'
175'
200'
175'
25
200'
200'
25'
175'
3120' ℄ to ℄ End Be

C.I.P. POST TENSIONED

ALTERNATE 1


L 94 + 80
Begin Bridge
℄ Hinge (Typ.)
570'
600'
800'
100'
100'
140'
165'
165'
200'
200'
200'
200'
200'
200'
2800' Pre-cast Segments

ALTERNATE 2 NORTH

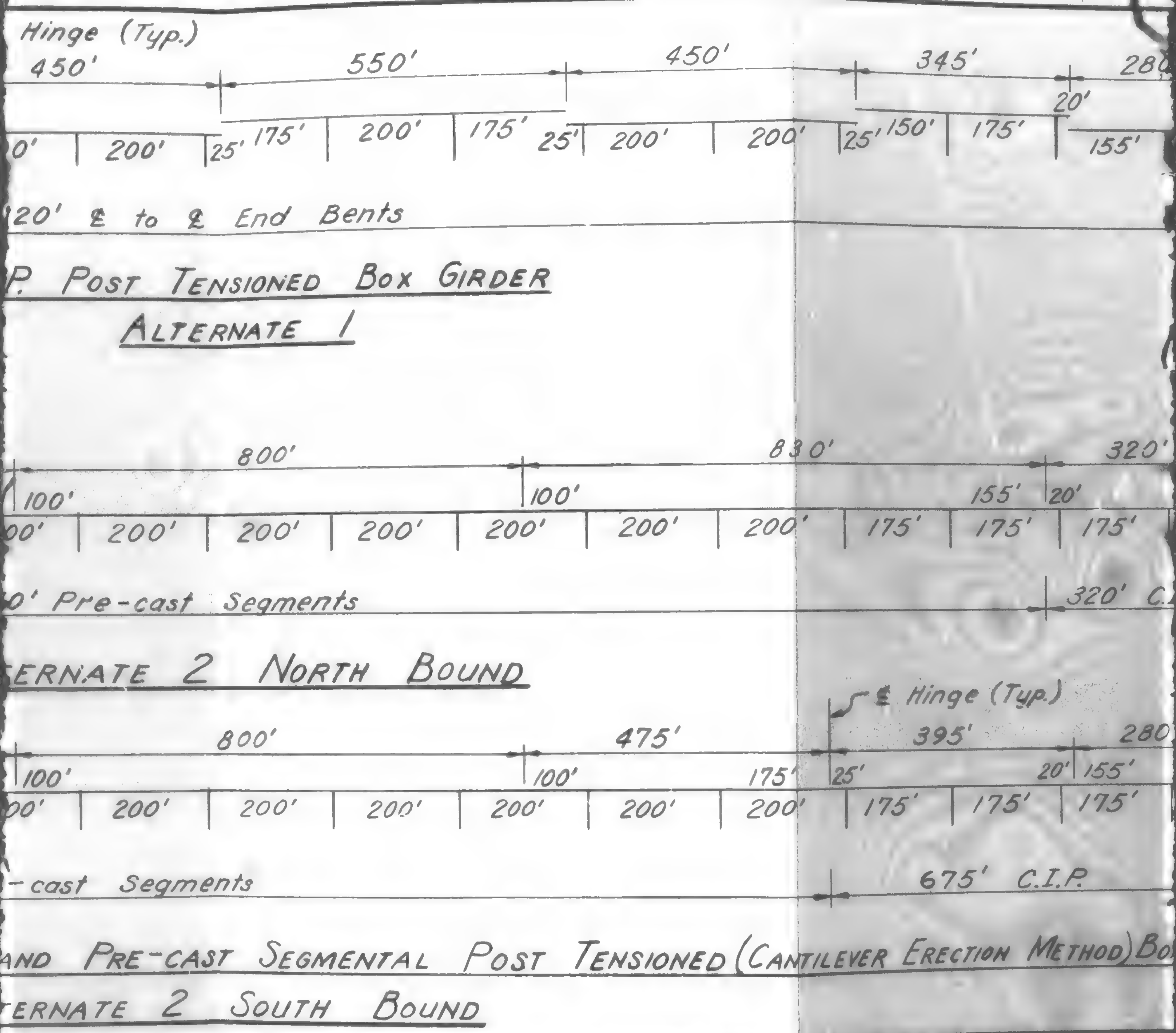

570'
600'
800'
100'
100'
140'
165'
165'
200'
200'
200'
200'
200'
200'
2445' Pre-cast Segments

C.I.P. POST TENSIONED BOX GIRDER AND PRE-CAST SEGME

ALTERNATE 2 SOUTH

Scale: 1" = 200'

DIETERICH POST OF WASH.


Hinge (Typ.)
450'
550'
450'
345'
280
20'
0'
200'
25'
175'
200'
175'
25'
200'
200'
25'
150'
175'
155'
120' ℄ to ℄ End Bents
P. POST TENSIONED BOX GIRDER
ALTERNATE 1
800'
830'
320'
100'
100'
155'
20'
00'
200'
200'
200'
200'
200'
200'
175'
175'
175'
0' Pre-cast Segments
320' C.
ERNATE 2 NORTH BOUND
℄ Hinge (Typ.)
800'
475'
395'
280
100'
100'
175'
25'
20'
155'
00'
200'
200'
200'
200'
200'
200'
175'
175'
175'
-cast Segments
675' C.I.P.
AND PRE-CAST SEGMENTAL POST TENSIONED (CANTILEVER ERECTION METHOD) BO
ERNATE 2 SOUTH BOUND

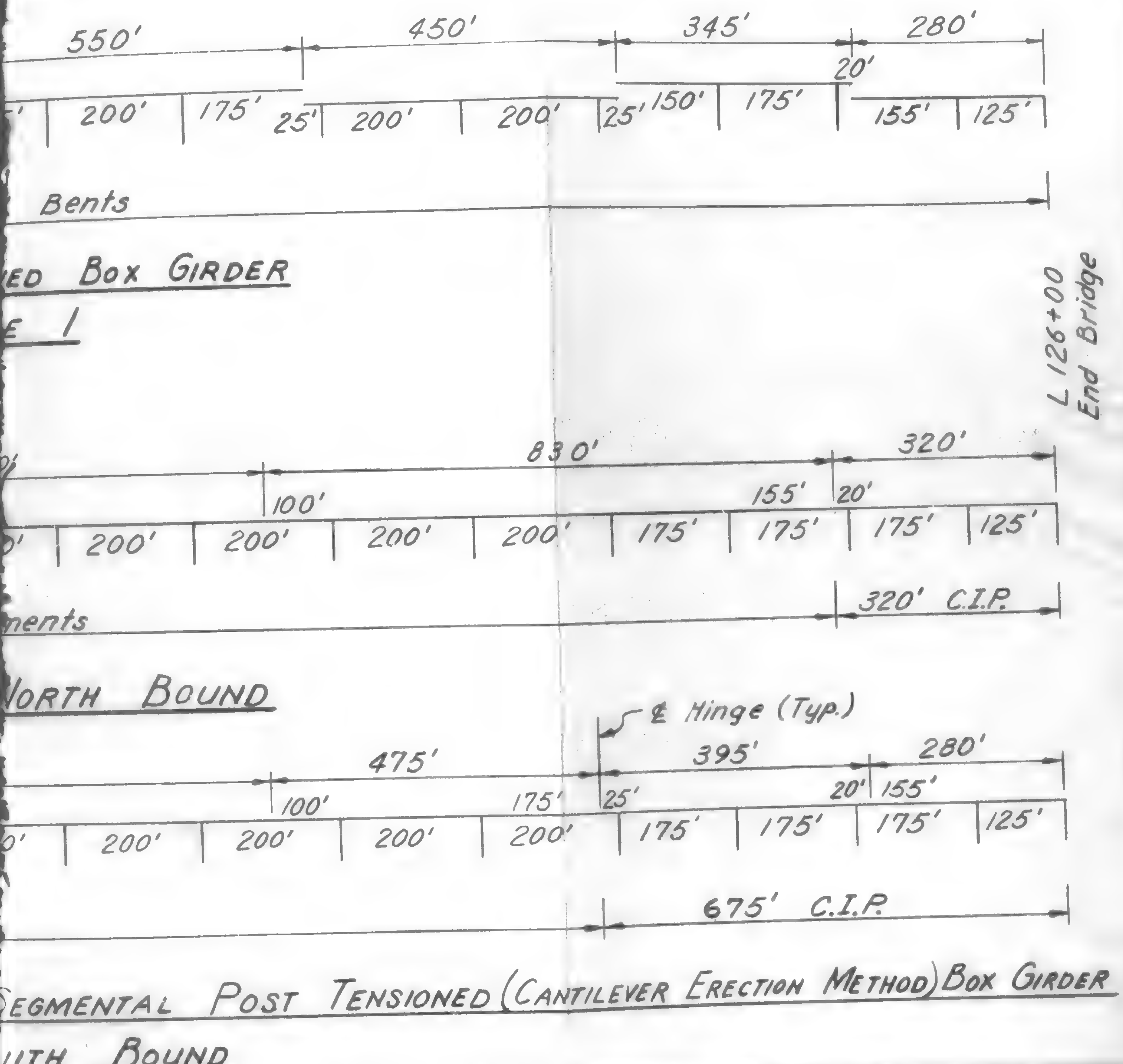
Scale: 1" = 200'

OREGON STATE HIGHWAY DIV
BRIDGE SECTION

COLUMBIA RIVER ~ SOUTH CHANNEL

DESIGN SPAN LAYOUT

APPROVED:	DATE 7-10-75
	DESIGNED
BRIDGE ENGINEER	DRAWN


550'
450'
345'
280'
20'
200'
175'
25'
200'
200'
25'
150'
175'
155'
125'
Bents
ED BOX GIRDER
E 1
L 126+00
End Bridge
830'
320'
100'
155'
20'
200'
200'
200'
200'
175'
175'
175'
125'
320' C.I.P.
nents
NORTH BOUND
℄ Hinge (Typ.)
475'
395'
280'
100'
175'
25'
20'
155'
200'
200'
200'
200'
175'
175'
175'
125'
675' C.I.P.
EGMENTAL POST TENSIONED (CANTILEVER ERECTION METHOD) BOX GIRDER
UTH BOUND
0'

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

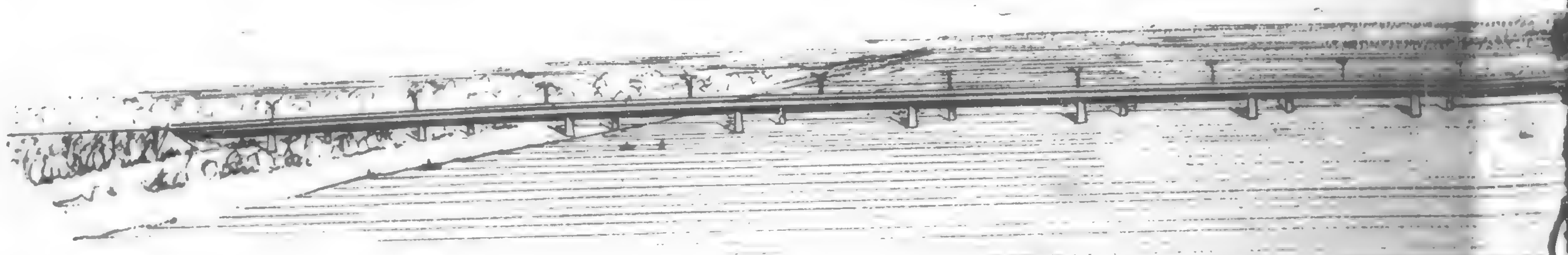
COLUMBIA RIVER ~ SOUTH CHANNEL BRIDGE

DESIGN SPAN LAYOUT

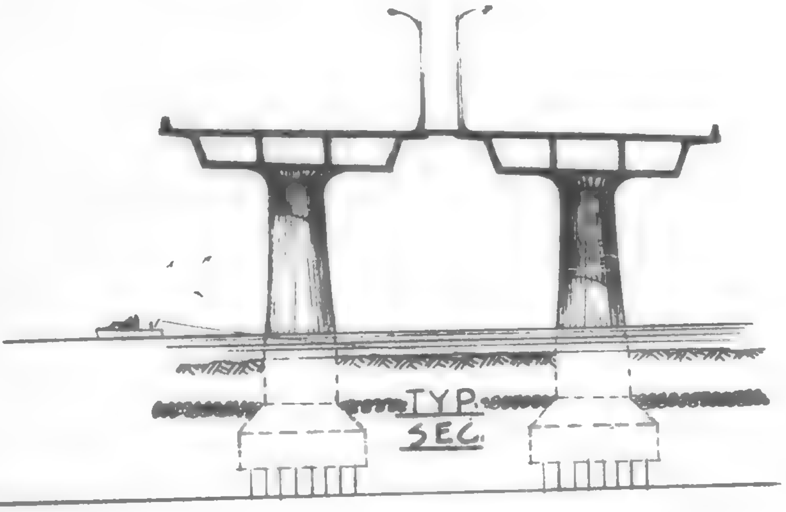
APPROVED:

BRIDGE ENGINEER

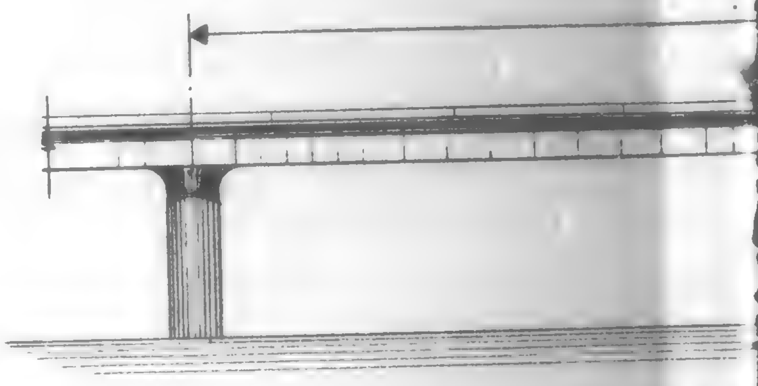
DATE 7-10-75
BRIDGE NO. 16188
DESIGNED
DRAWN
DRAWING NO. V C



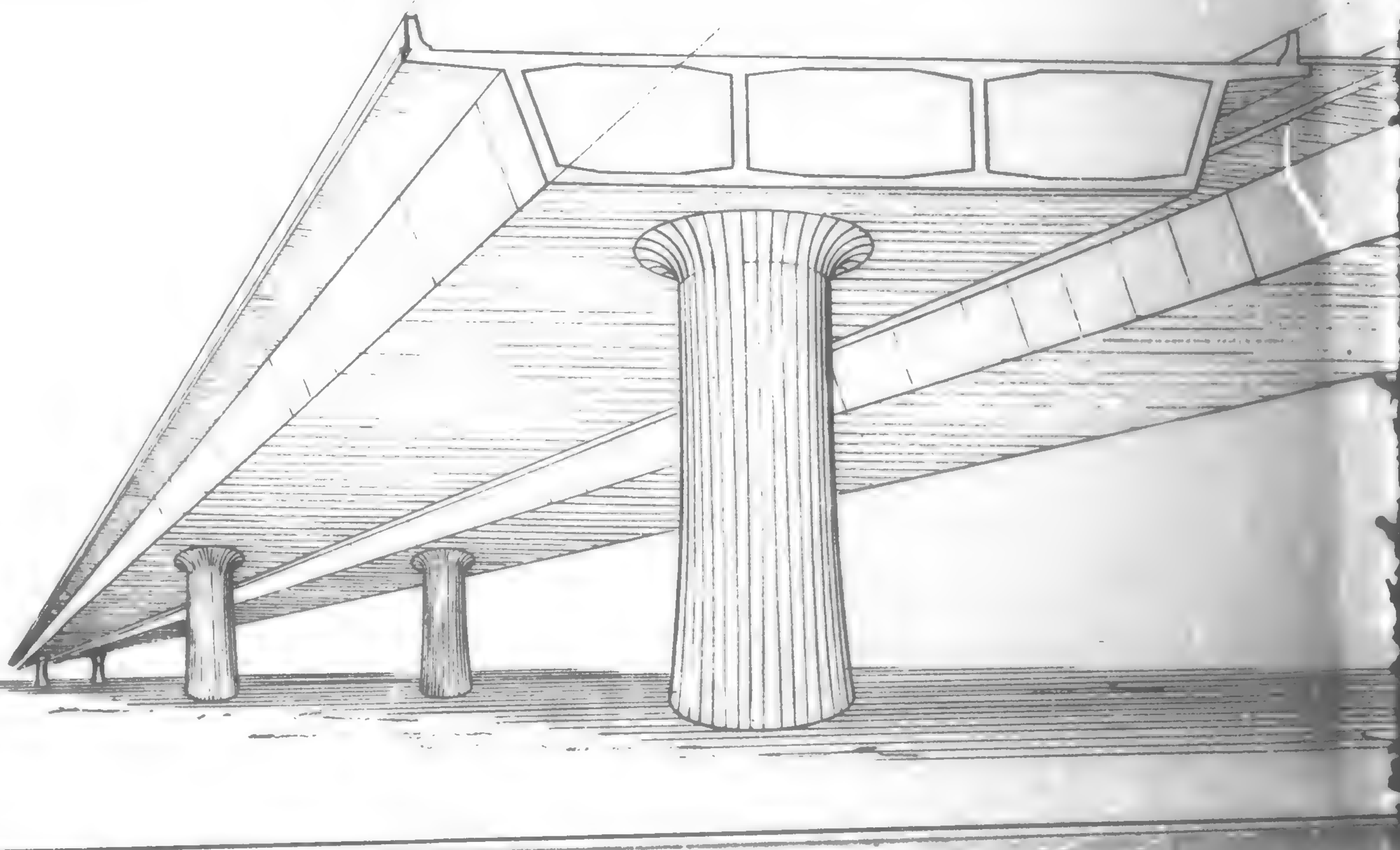
LOOKING EASTW

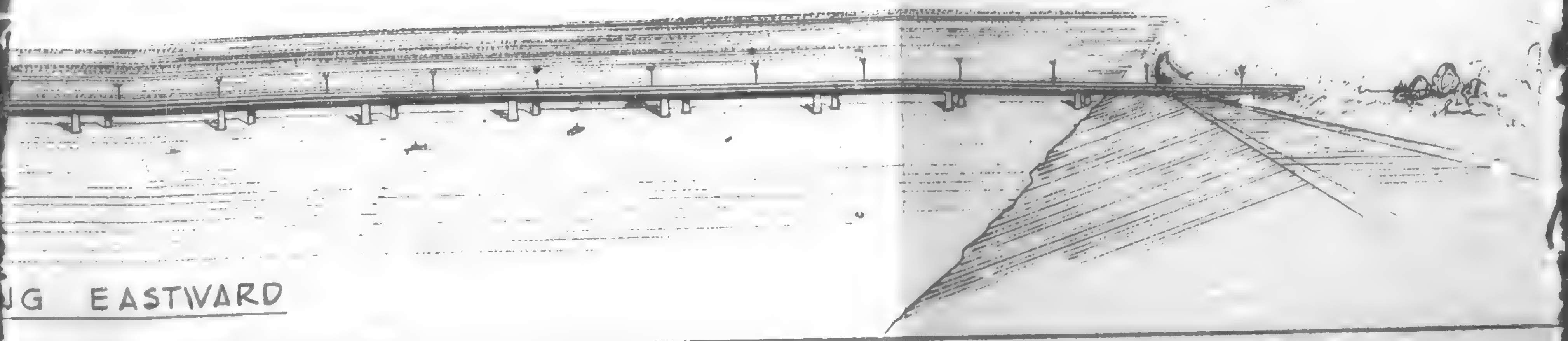


TYP. SEC.

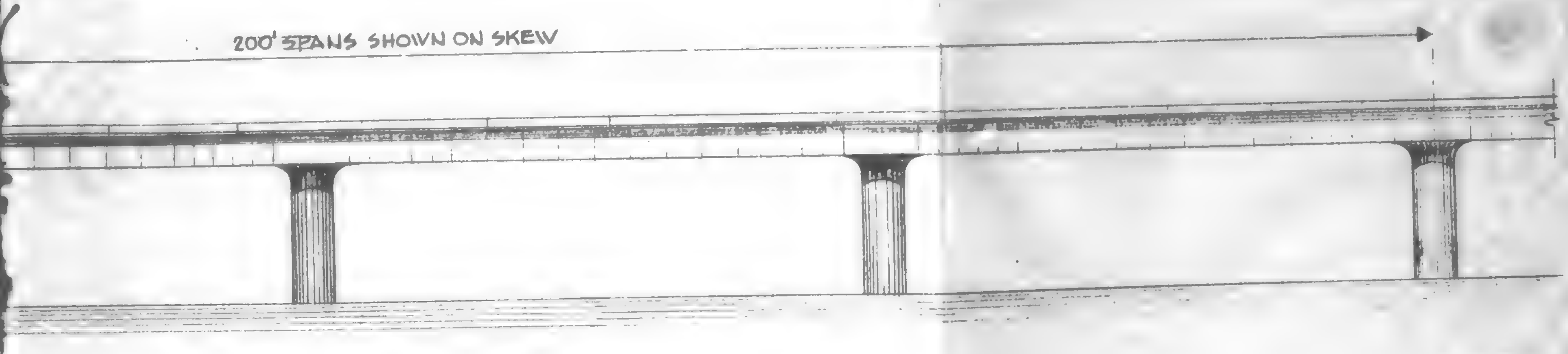


EL

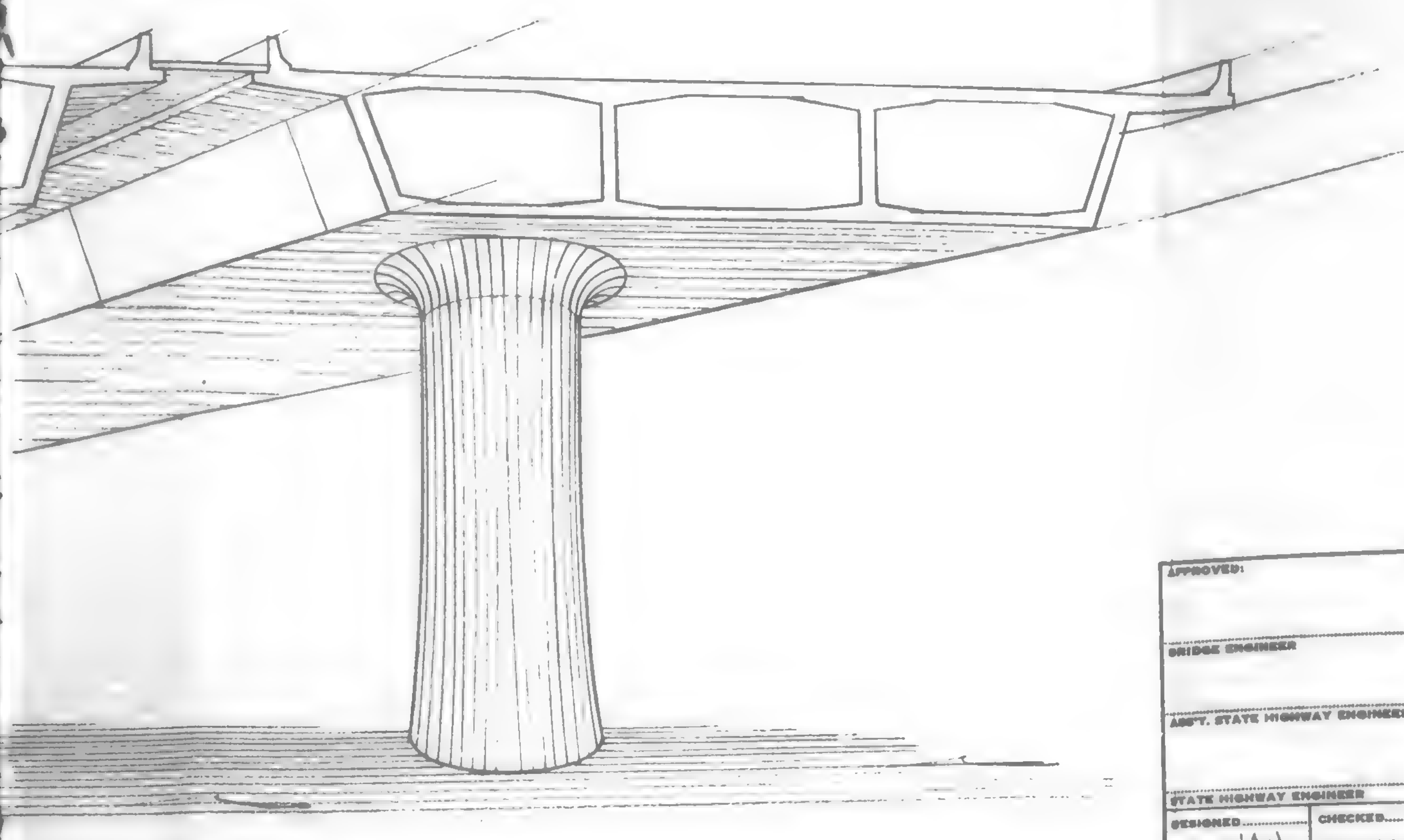




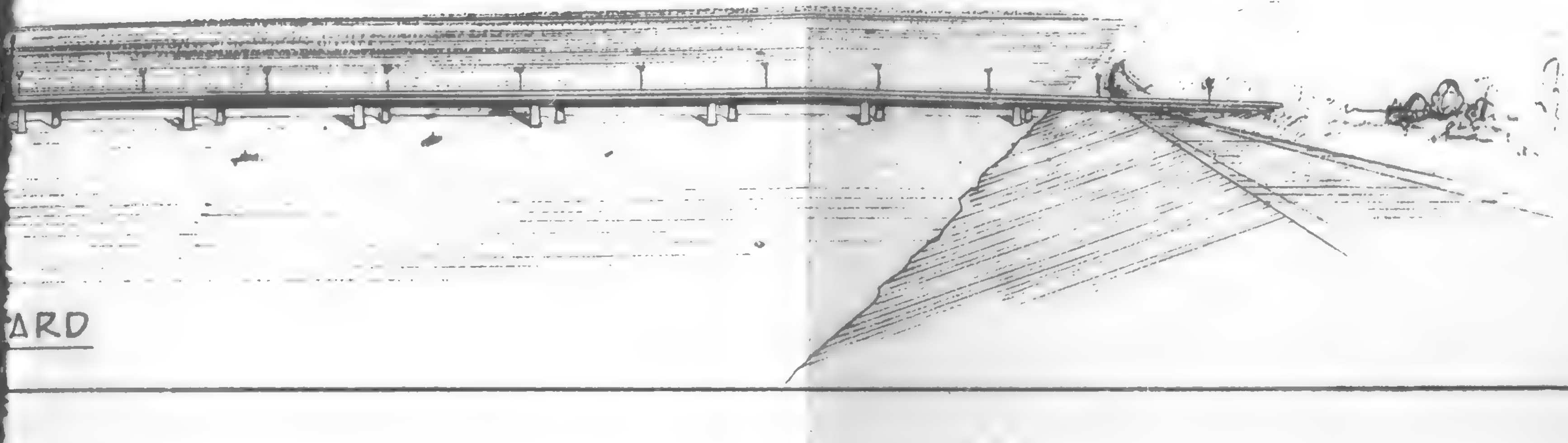
NG EASTWARD



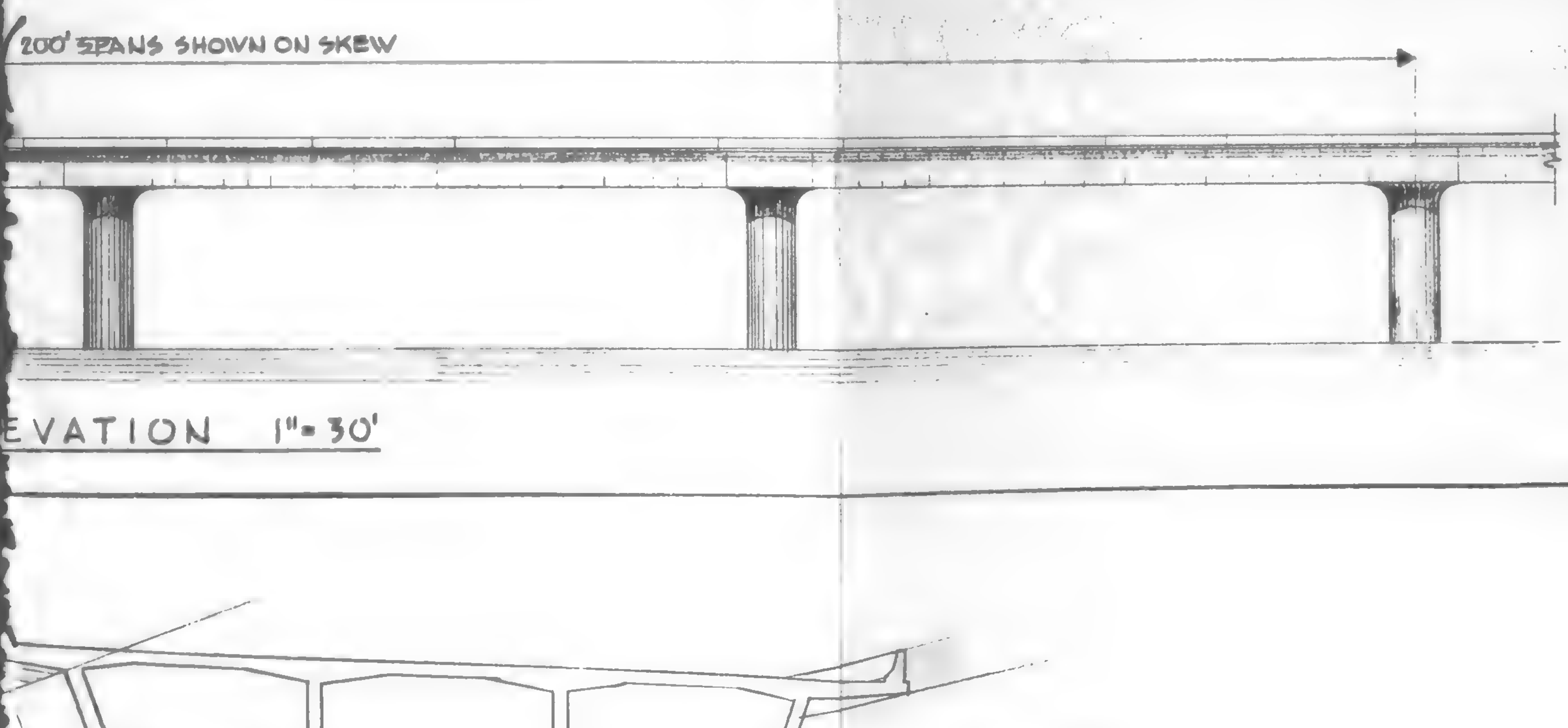
ELEVATION 1" = 30'



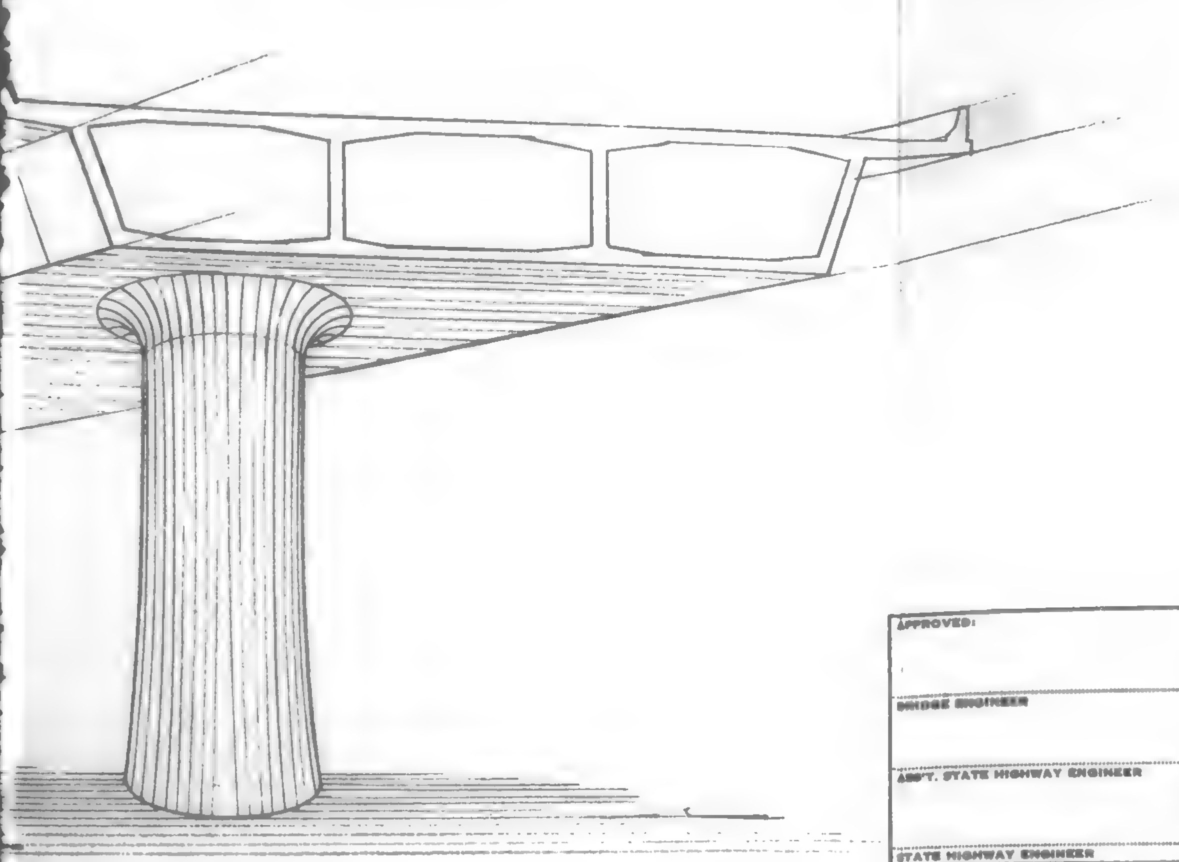
APPROVED:	OREGON STATE HIGHWAY DIVIS BRIDGE SECTION	
BRIDGE ENGINEER	COLUMBIA RIVER-SOUTHCHA	
ASS'T. STATE HIGHWAY ENGINEER		
STATE HIGHWAY ENGINEER	DATE 5-75 BRIDGE NO. 16188	SHEET
DESIGNED ... CHECKED ...	ACCOMPANIED BY DWGS.	
DRAWN JAJ CAL. BOOK ...		DRAWING NO. V



ARD



EVATION 1"=30'



APPROVED:

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

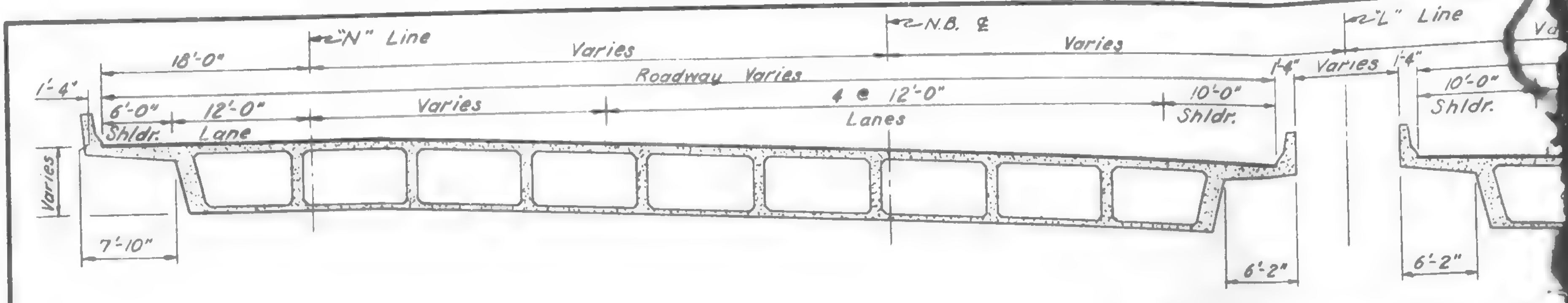
DESIGNED
CHECKED
DRAWN JAJ
CAL. BOOK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

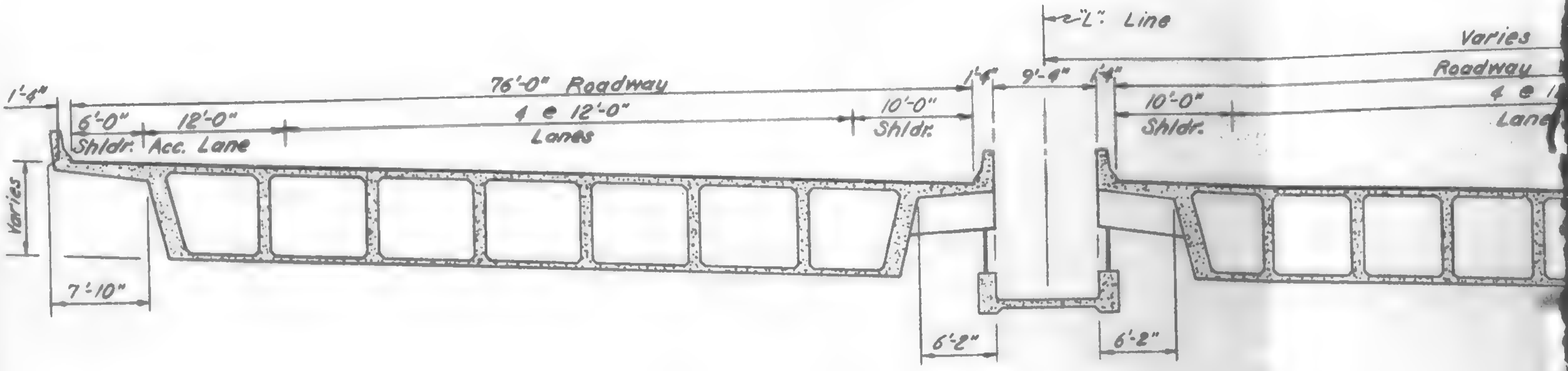
COLUMBIA RIVER-SOUTHCHANNEL BR.

DATE 5-75 BRIDGE NO. 16188
ACCOMPANIED BY DWGS.

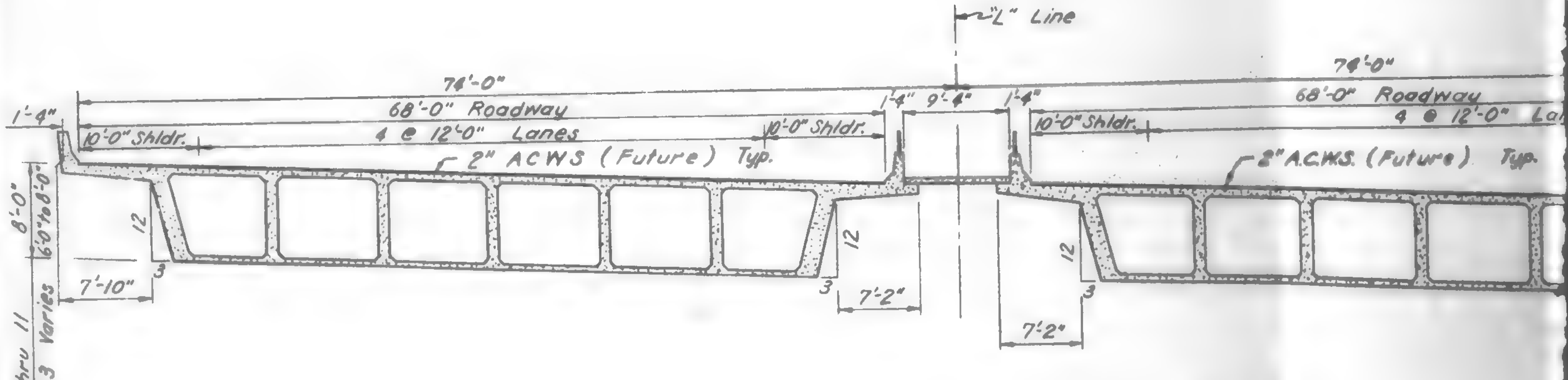
SHEET OF
DRAWING NO. V D


"N" Line
N.B. ℄
"L" Line
18'-0"
Varies
Varies
Va
1'-4"
Roadway Varies
1'-4"
Varies
1'-4"
6'-0"
Shldr.
12'-0"
Lane
Varies
4 @ 12'-0"
Lanes
10'-0"
Shldr.
10'-0"
Shldr.
Varies
7'-10"
6'-2"
6'-2"

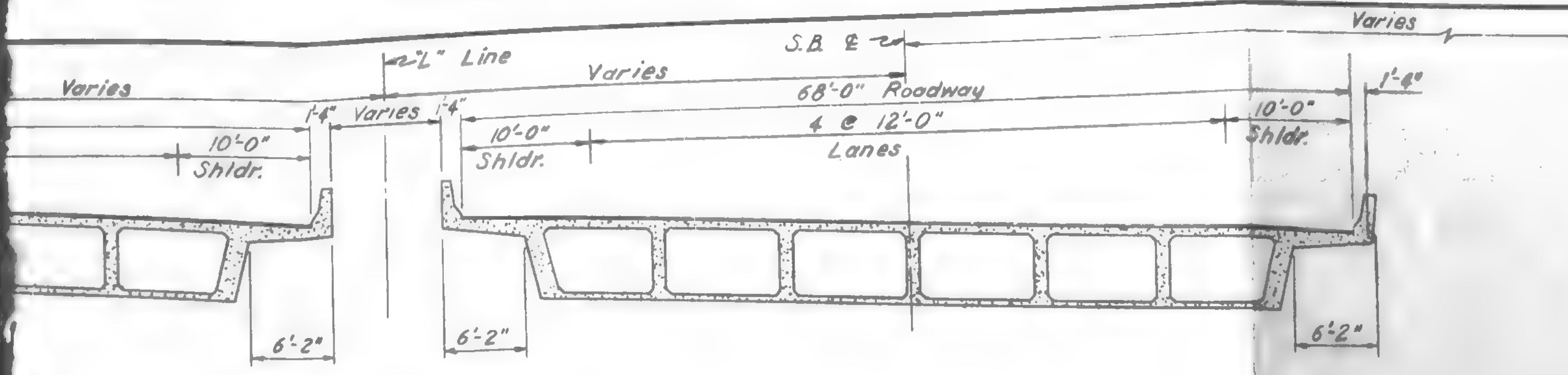
TYPICAL SECTION ~ SPAN 17


"L" Line
Varies
Roadway
1'-4"
76'-0" Roadway
1'-4"
9'-4"
1'-4"
6'-0"
Shldr.
12'-0"
Acc. Lane
4 @ 12'-0"
Lanes
10'-0"
Shldr.
10'-0"
Shldr.
4 @ 1
Lane
Varies
7'-10"
6'-2"
6'-2"

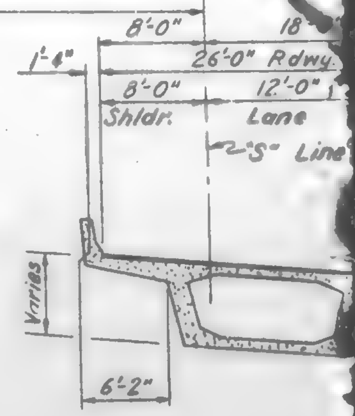
TYPICAL SECTION ~ SPAN 14

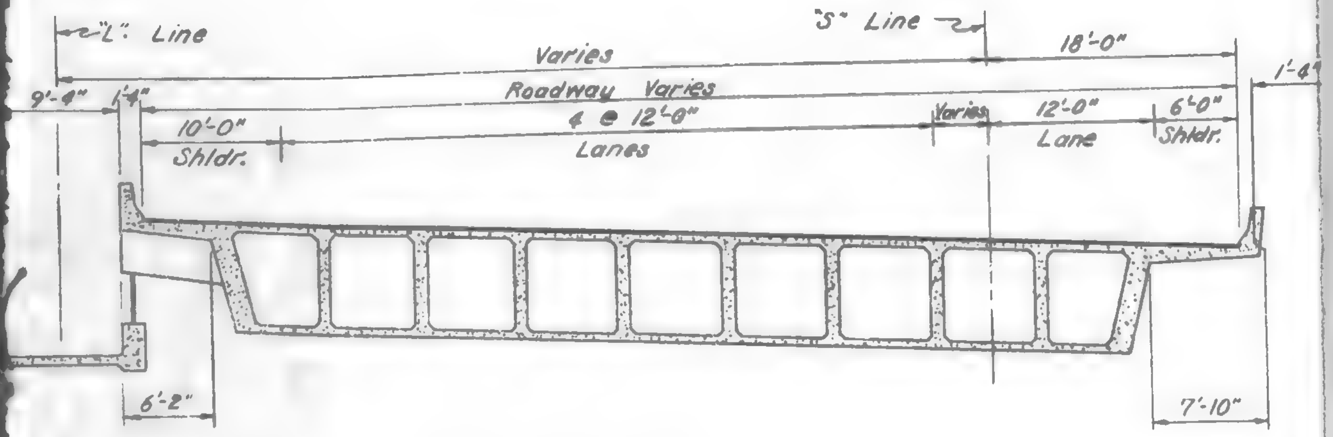

"L" Line
74'-0"
74'-0"
1'-4"
68'-0" Roadway
1'-4"
9'-4"
1'-4"
68'-0" Roadway
10'-0" Shldr.
4 @ 12'-0" Lanes
10'-0" Shldr.
10'-0" Shldr.
4 @ 12'-0" La
2" ACWS (Future) Typ.
2" A.C.W.S. (Future) Typ.
8'-0"
6'-0" to 8'-0"
12
3
12
3
12
3
7'-10"
7'-2"
7'-2"
Spans 4 thru 11
Spans 1, 2 & 3
Varies

TYPICAL ROADWAY SECTION ~ SPANS 1 THRU 11
POURED IN PLACE POST-TENSIONED BOX GIRDER
Scale: 1/8" = 1'-0"

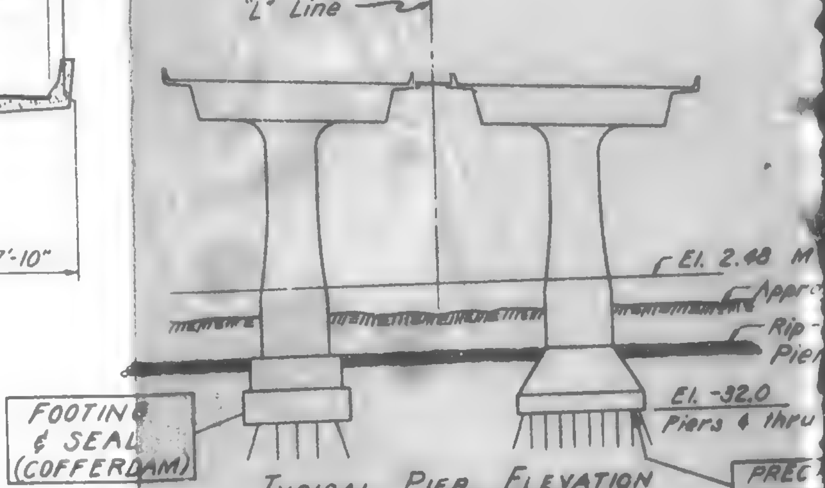

Varies
S.B. ℄
"L" Line
Varies
Varies
68'-0" Roadway
1'-4"
Varies
1'-4"
10'-0"
4 @ 12'-0"
10'-0"
1'-4"
10'-0"
Shldr.
10'-0"
Shldr.
Lanes
Shldr.
6'-2"
6'-2"
6'-2"

TYPICAL SECTION ~ SPAN 17

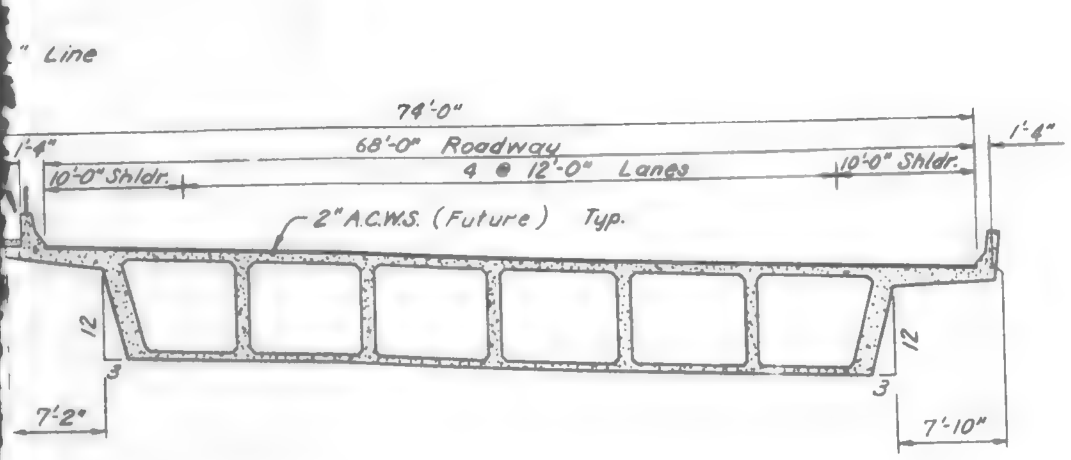

18'
8'-0"
26'-0" Rdwy.
1'-4"
8'-0"
12'-0"
Shldr.
Lane
"S" Line
Varies
6'-2"


"L" Line
"S" Line
Varies
18'-0"
Roadway Varies
9'-4"
1'-4"
1'-4"
10'-0"
4 @ 12'-0"
Varies
12'-0"
6'-0"
Shldr.
Lanes
Lane
Shldr.
6'-2"
7'-10"

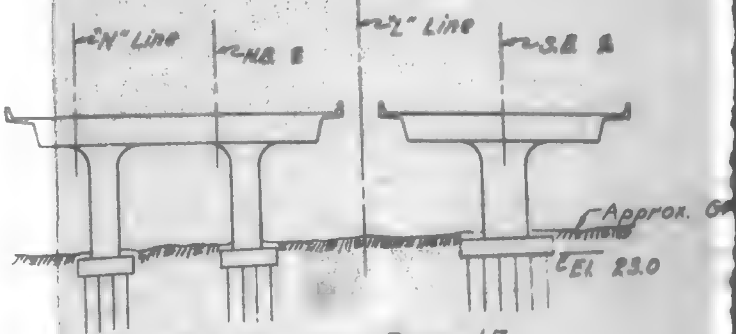
SECTION ~ SPAN 14


"L" Line
El. 2.48 M
Approx
Rip
Pier
FOOTING & SEAL (COFFERDAM)
El. -32.0
Piers 4 thru
PREC
SHEL

TYPICAL PIER ELEVATION
OPTIONAL FOOTING
Scale: 1" = 30'


" Line
74'-0"
1'-4"
68'-0" Roadway
1'-4"
10'-0" Shldr.
4 @ 12'-0" Lanes
10'-0" Shldr.
2" A.C.W.S. (Future) Typ.
12
3
12
3
7'-2"
7'-10"

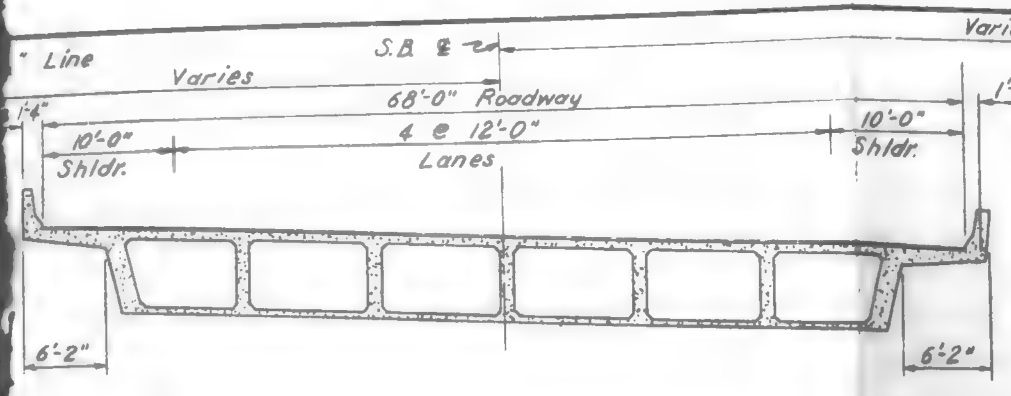
~ SPANS 1 THRU 11
NSIONED BOX GIRDER
'-0"


"N" Line
N.B. ℄
"L" Line
S.B. ℄
Approx. G
El. 23.0

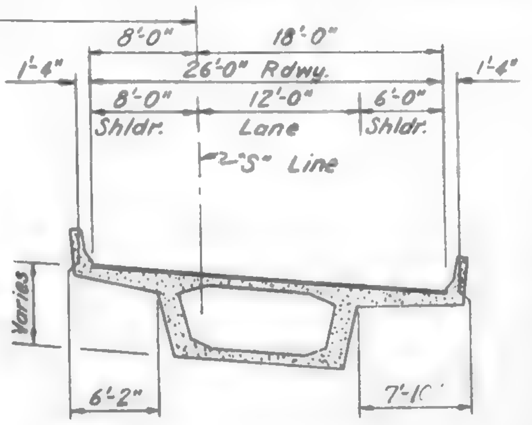
ELEVATION ~ PIER 17
Scale: 1" = 30'

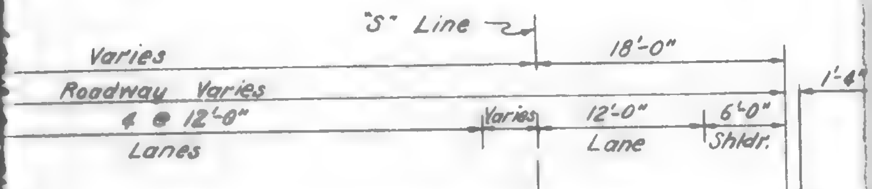
ALTERNA
CAST IN PL

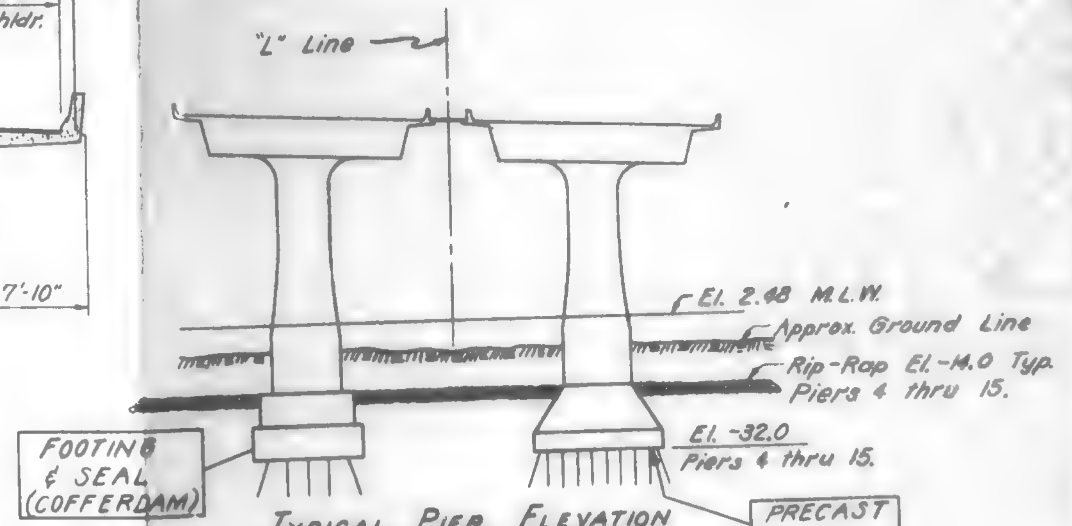
APPROVED:	OREGON STATE HIGHW BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED K.A.K. DRAWN M.K. CHECKED REVIEWED REVIEWED CALC. BOOK	COLUMBIA RIVER ~ SOUTH
DATE / REVISION	PRELIMINARY MISCELLAN
	DATE BRIDGE NO. 16188


" Line
S.B. ℄
Varies
Varies
68'-0" Roadway
1'-4"
1'-4"
10'-0"
Shldr.
4 @ 12'-0"
Lanes
10'-0"
Shldr.
6'-2"
6'-2"

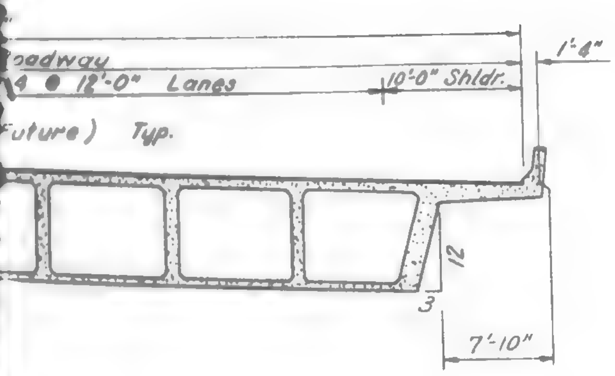
~SPAN 17

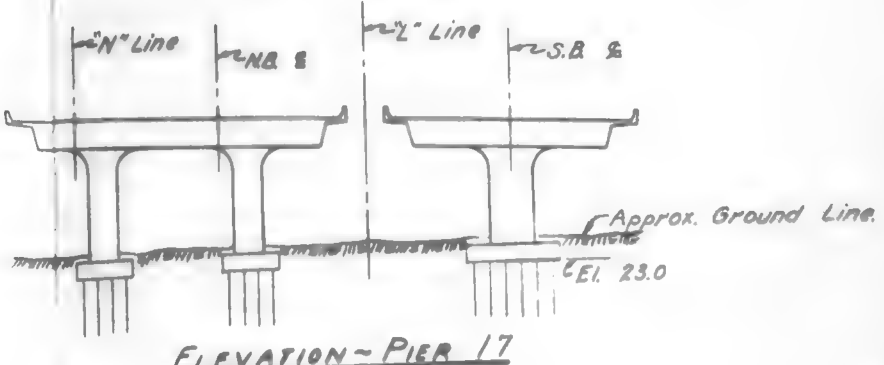

8'-0"
18'-0"
1'-4"
26'-0" Rdwy.
1'-4"
8'-0"
Shldr.
12'-0"
Lane
6'-0"
Shldr.
"S" Line
Varies
6'-2"
7'-1(


"S" Line
Varies
18'-0"
1'-4"
Roadway Varies
4 @ 12'-0"
Lanes
Varies
12'-0"
Lane
6'-0"
Shldr.
7'-10"


"L" Line
El. 2.48 M.L.W.
Approx. Ground Line
Rip-Rap El. -14.0 Typ.
Piers 4 thru 15.
FOOTING
& SEAL
(COFFERDAM)
El. -32.0
Piers 4 thru 15.
PRECAST
SHELL

TYPICAL PIER ELEVATION
OPTIONAL FOOTING
Scale: 1" = 30'

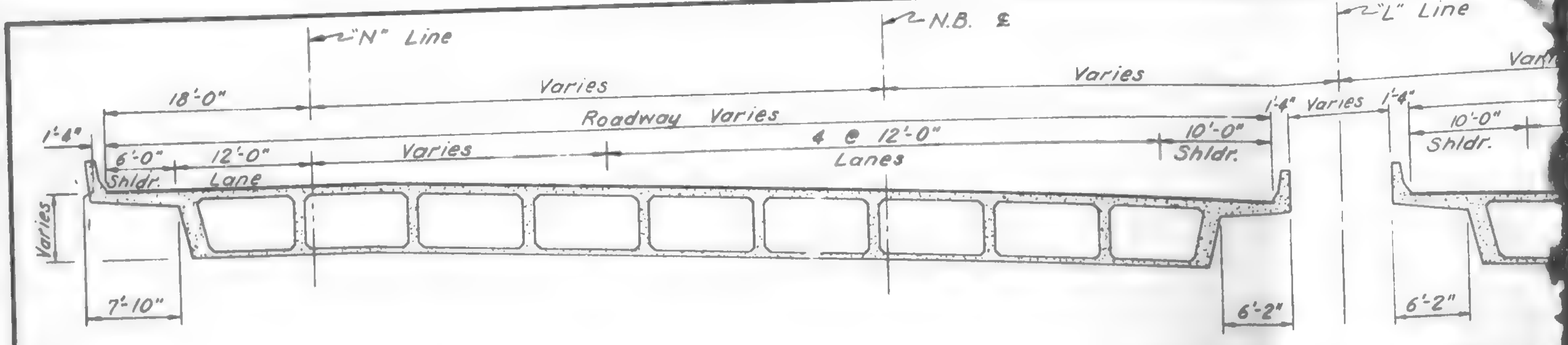

oadway
4 @ 12'-0" Lanes
10'-0" Shldr.
1'-4"
Future) Typ.
12
3
7'-10"


"N" Line
N.B. ℄
"L" Line
S.B. ℄
Approx. Ground Line
El. 23.0

ELEVATION ~ PIER 17
Scale: 1" = 30'

ALTERNATE I
CAST IN PLACE P.T.B.G.

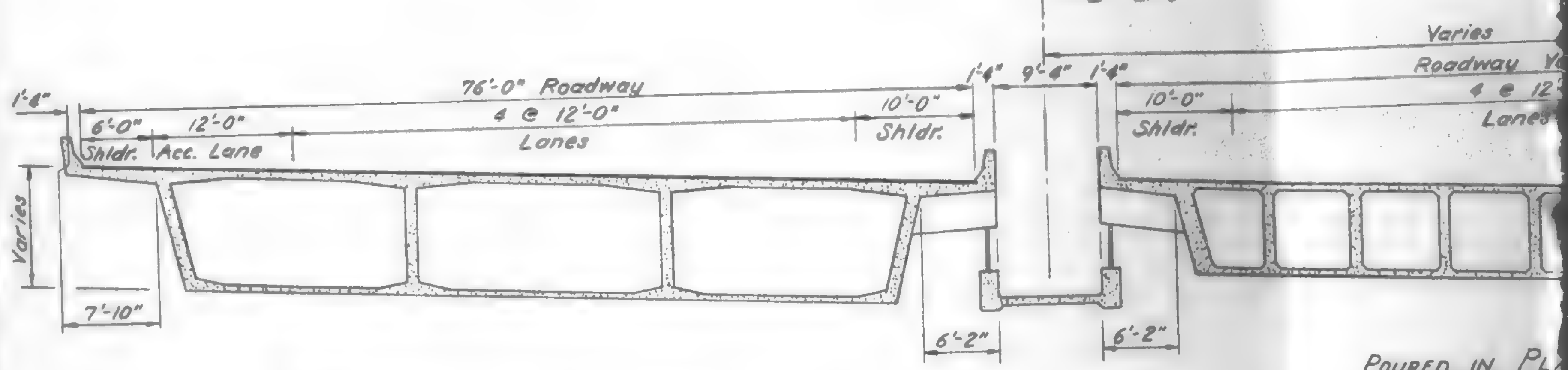
APPROVED: BRIDGE ENGINEER DESIGNED K.A.K. DRAWN M.K. CHECKED REVIEWED REVIEWED CALC. BOOK	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION COLUMBIA RIVER ~ SOUTH CHANNEL BRIDGE
DATE / REVISION	PRELIMINARY MISCELLANEOUS DETAILS
	DATE BRIDGE NO. 16188
	SHEET ___ OF ___ DRAWING NO. V E



"N" Line
N.B. ℄
"L" Line
18'-0"
Varies
Varies
Roadway Varies
1'-4"
6'-0" Shldr.
12'-0" Lane
Varies
4 @ 12'-0" Lanes
10'-0" Shldr.
1'-4" Varies 1'-4"
10'-0" Shldr.
Varies
7'-10"
6'-2"
6'-2"

Poured in Place Box Girder

Typical Section ~ Span 17

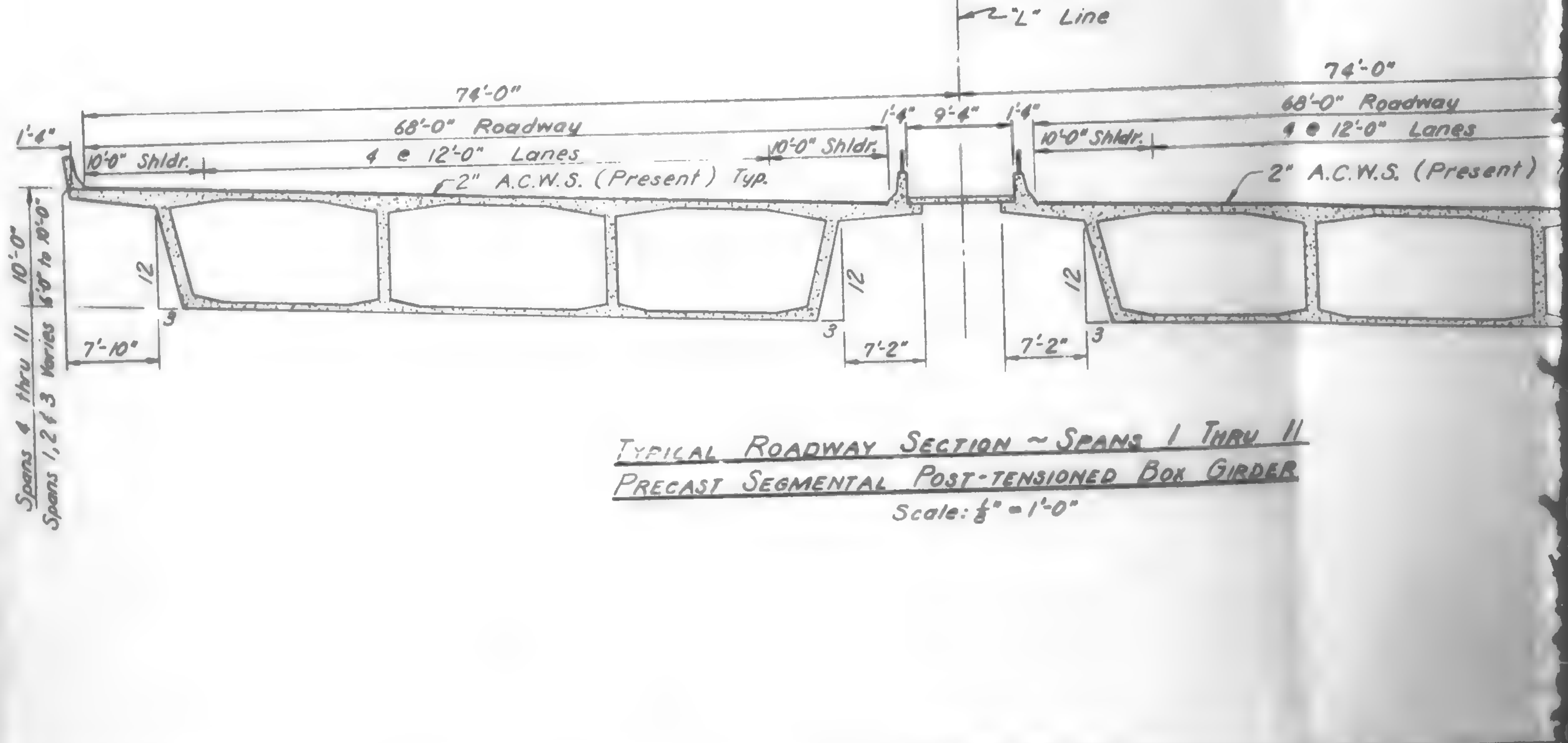


"L" Line
Varies
Roadway V
4 @ 12'
Lanes
1'-4"
76'-0" Roadway
6'-0" Shldr.
12'-0" Acc. Lane
4 @ 12'-0" Lanes
10'-0" Shldr.
1'-4" 9'-4" 1'-4"
10'-0" Shldr.
Varies
7'-10"
6'-2"
6'-2"

Precast Segmental Box Girder

Poured in Pl

Typical Section ~ Span 14

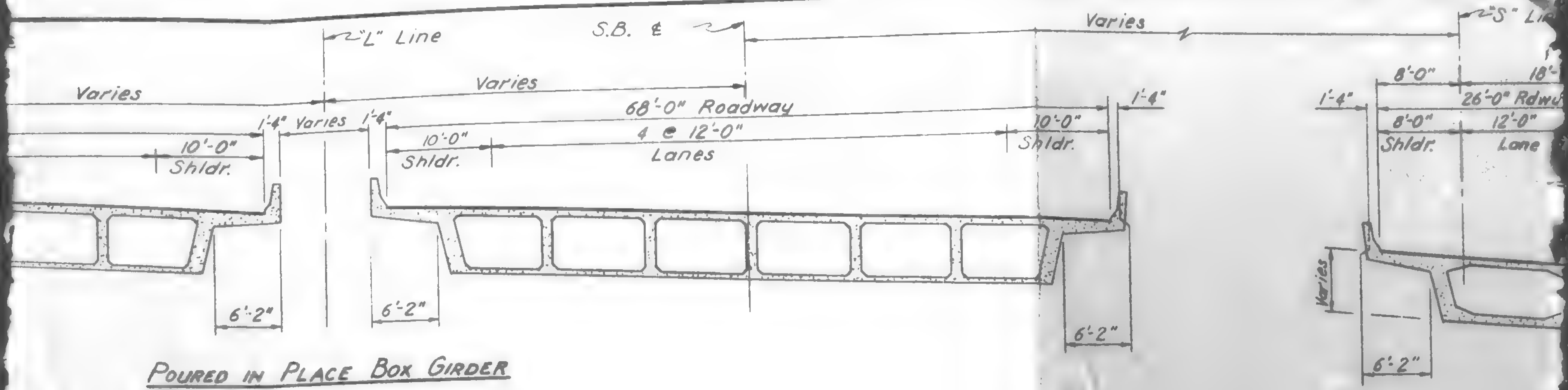


"L" Line
74'-0"
74'-0"
68'-0" Roadway
68'-0" Roadway
1'-4"
10'-0" Shldr.
4 @ 12'-0" Lanes
10'-0" Shldr.
1'-4" 9'-4" 1'-4"
10'-0" Shldr.
4 @ 12'-0" Lanes
2" A.C.W.S. (Present) Typ.
2" A.C.W.S. (Present)
12
3
12
3
12
3
7'-10"
7'-2"
7'-2"
Spans 4 thru 11 10'-0"
Spans 1, 2 & 3 Varies 6'-0" to 10'-0"

Typical Roadway Section ~ Spans 1 Thru 11

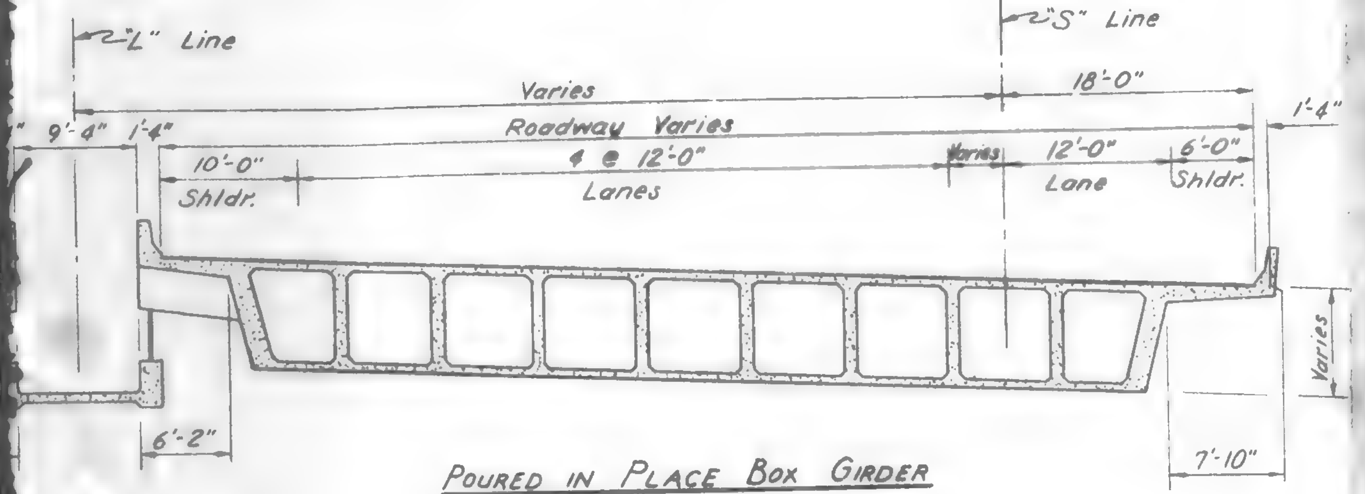
Precast Segmental Post-tensioned Box Girder

Scale: 1/8" = 1'-0"


"L" Line
S.B. ℄
Varies
"S" Line
Varies
Varies
68'-0" Roadway
1'-4" Varies 1'-4"
10'-0"
Shldr.
10'-0"
Shldr.
4 @ 12'-0"
Lanes
10'-0"
Shldr.
1'-4"
6'-2"
6'-2"
6'-2"
8'-0"
18'-
1'-4"
26'-0" Rdwy
8'-0"
Shldr.
12'-0"
Lane
Varies
6'-2"

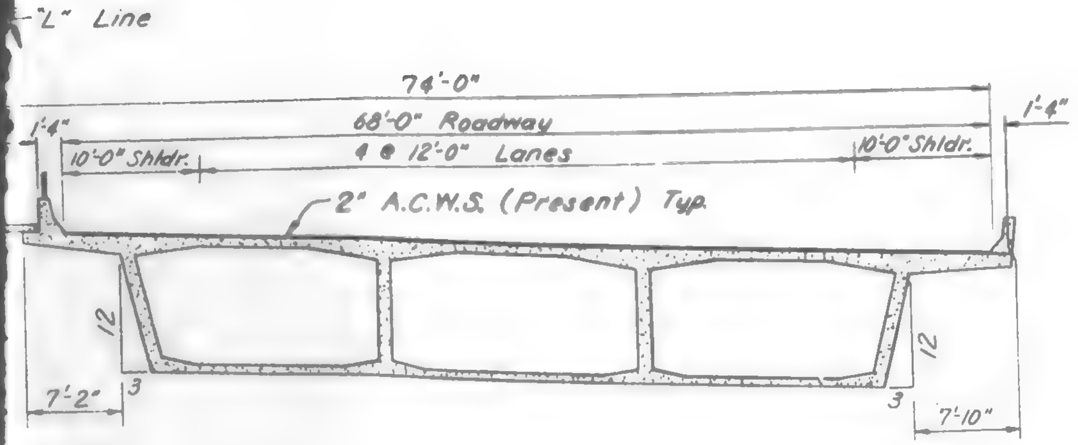
POURED IN PLACE BOX GIRDER

TYPICAL SECTION ~ SPAN 17


"L" Line
"S" Line
Varies
18'-0"
9'-4" 1'-4"
Roadway Varies
1'-4"
10'-0"
Shldr.
4 @ 12'-0"
Lanes
Varies
12'-0"
Lane
6'-0"
Shldr.
Varies
6'-2"
7'-10"

POURED IN PLACE BOX GIRDER

ON ~ SPAN 14


"L" Line
74'-0"
1'-4"
68'-0" Roadway
1'-4"
10'-0" Shldr.
4 @ 12'-0" Lanes
10'-0" Shldr.
2" A.C.W.S. (Present) Typ.
12
3
12
3
7'-2"
7'-10"

N ~ SPANS 1 THRU 11

TENSIONED BOX GIRDER

" = 1'-0"

ALTERNATE
PRECAST SEGMEN

APPROVED:

BRIDGE ENGINEER

DESIGNED KAK
DRAWN M.K
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

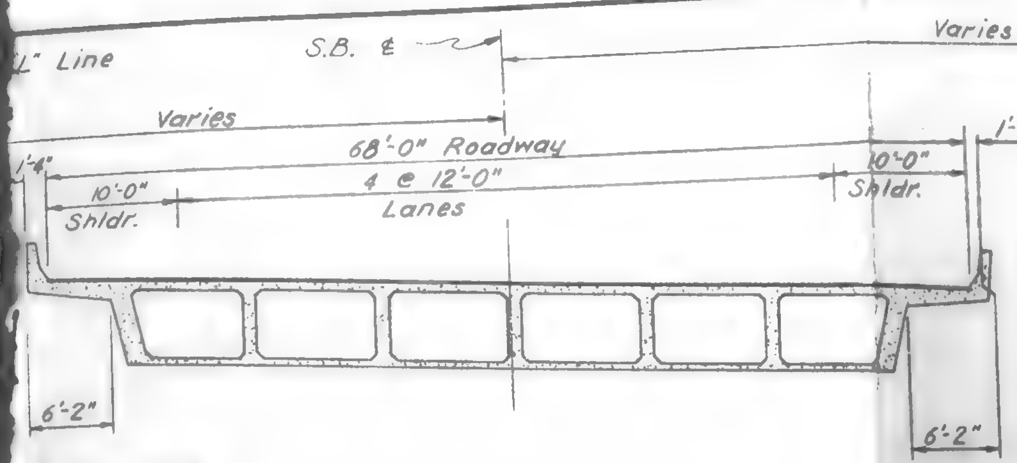
DATE	REVISION

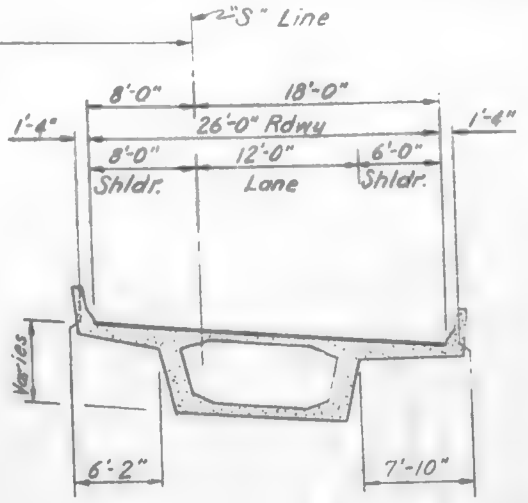
OREGON STATE HIGHW
BRIDGE SECTIO

COLUMBIA RIVER ~ SOUT

PRELIMINARY MISCELLANE

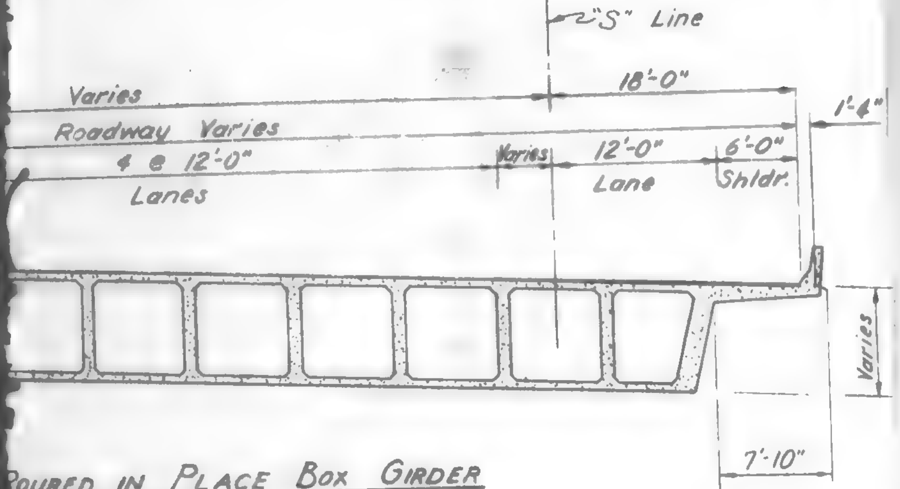
DATE
BRIDGE NO. 16188


"L" Line
S.B. ℄
Varies
Varies
68'-0" Roadway
1'-4"
1'-4"
10'-0"
Shldr.
4 @ 12'-0"
Lanes
10'-0"
Shldr.
6'-2"
6'-2"

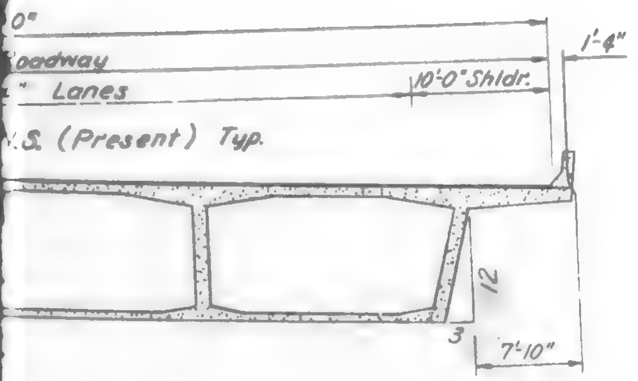

"S" Line
8'-0"
18'-0"
1'-4"
26'-0" Rdwy
1'-4"
8'-0"
Shldr.
12'-0"
Lane
6'-0"
Shldr.
Varies
6'-2"
7'-10"

Box Girder

n ~ Span 17

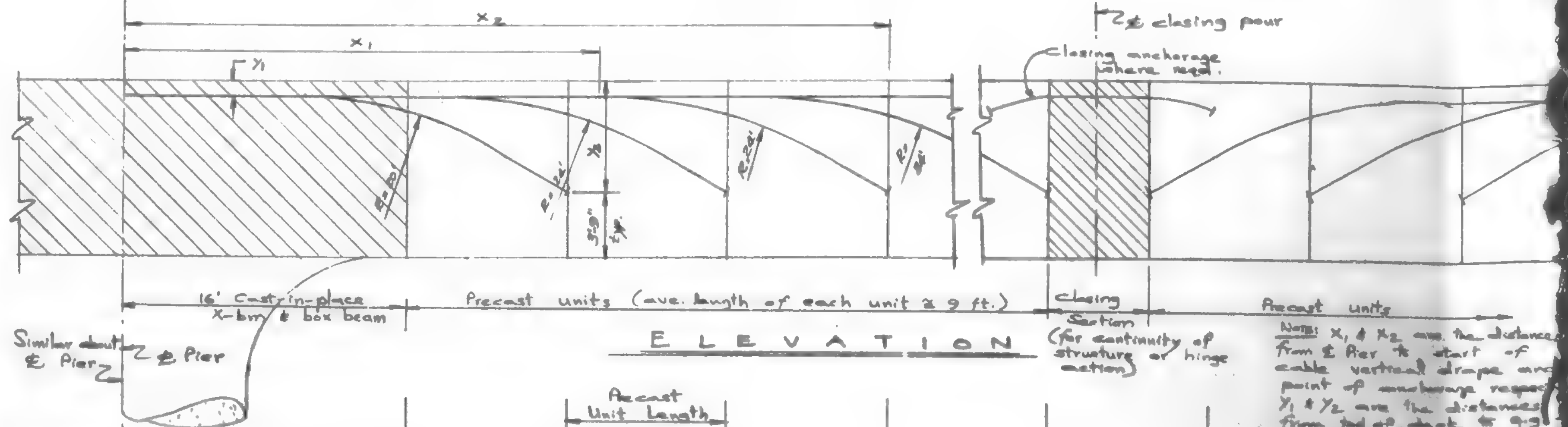

"S" Line
Varies
18'-0"
1'-4"
Roadway Varies
4 @ 12'-0"
Lanes
Varies
12'-0"
Lane
6'-0"
Shldr.
Varies
7'-10"

Poured in Place Box Girder


0"
Roadway
" Lanes
10'-0" Shldr.
1'-4"
.S. (Present) Typ.
12
3
7'-10"

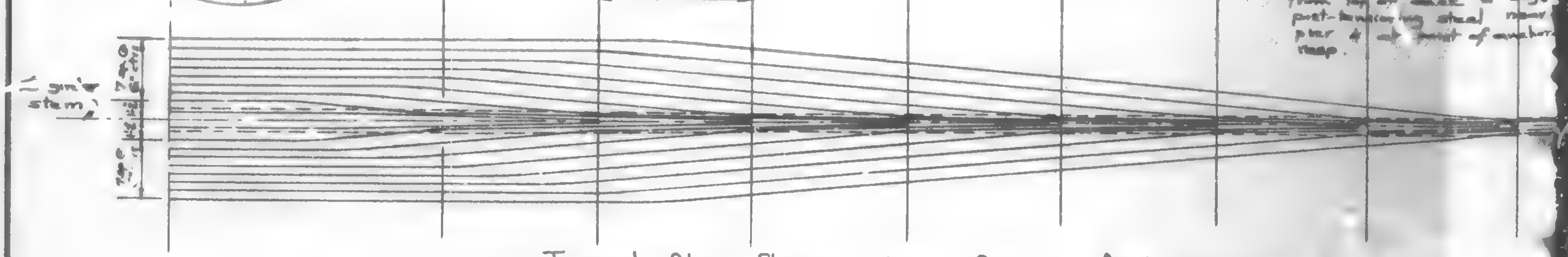
ALTERNATE II
PRECAST SEGMENTAL P.T.B.G.

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED KAK DRAWN MK CHECKED REVIEWED REVIEWED CALC. BOOK	Columbia River ~ South Channel Bridge
DATE / REVISION	Preliminary Miscellaneous Details
	DATE BRIDGE NO. 16188
	SHEET ... OF ... DRAWING NO. V F

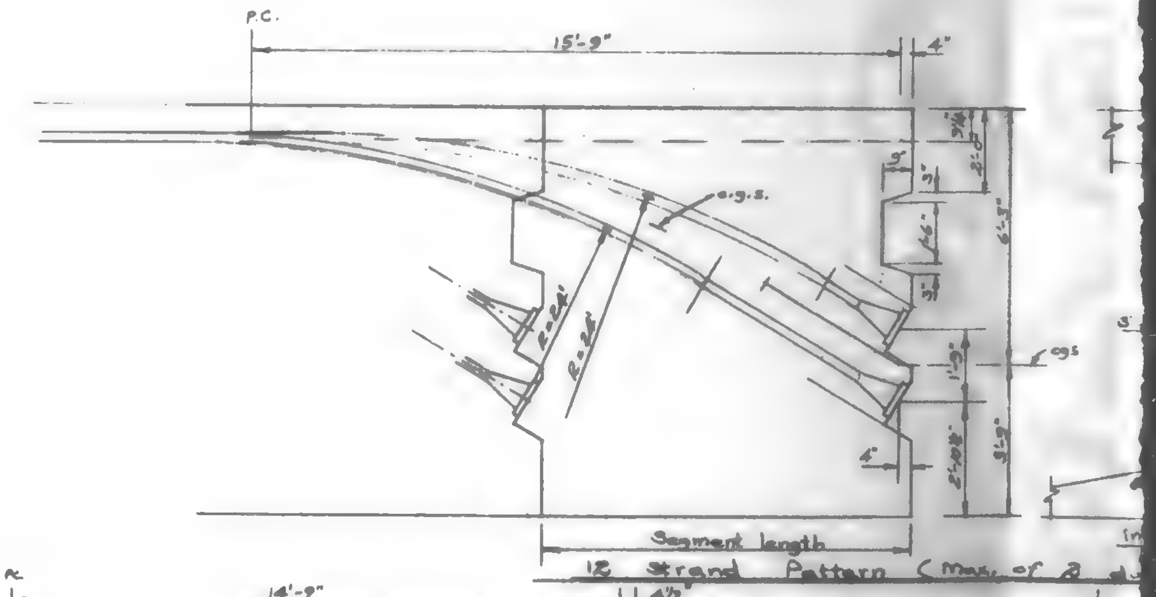

x2
x1
y1
y2
R=20'
R=24'
3'-9"
2'-9"
16' Cast-in-place X-bm & box beam
Precast units (ave. length of each unit ≈ 9 ft.)
Similar abut. & Pier
℄ Pier
℄ closing pour
Closing anchorage where reqd.
Closing Section (for continuity of structure or hinge action)
Precast units

ELEVATION

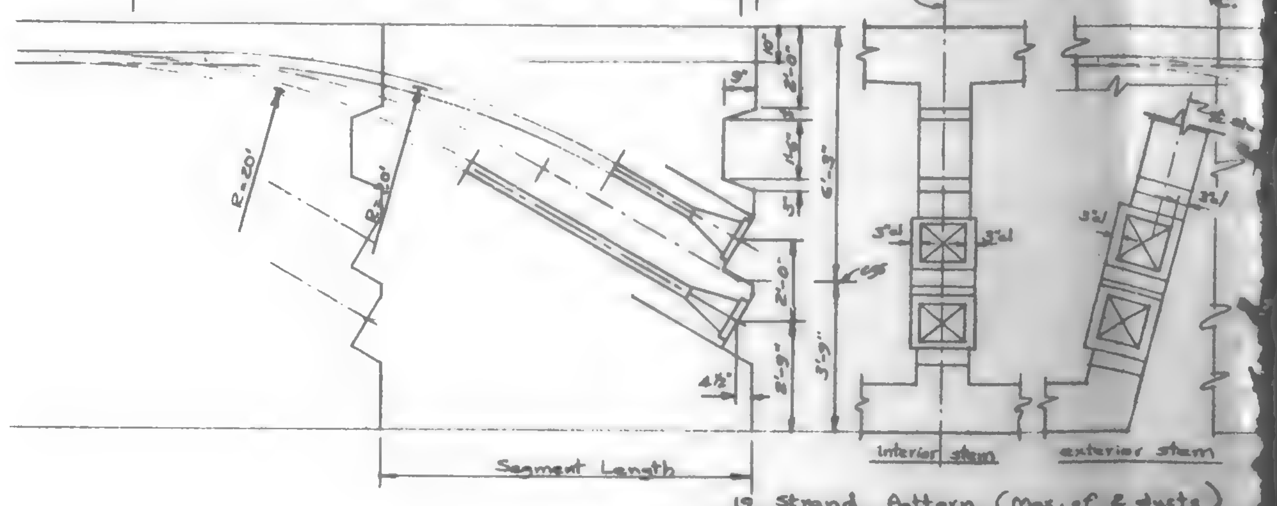
Note: X1 & X2 are the distances from ℄ Pier to start of cable vertical drape and point of anchorage respec. Y1 & Y2 are the distances from top of deck to c.g. post-tensioning steel near pier & at point of anchor. resp.


Precast Unit Length
℄ girder stem

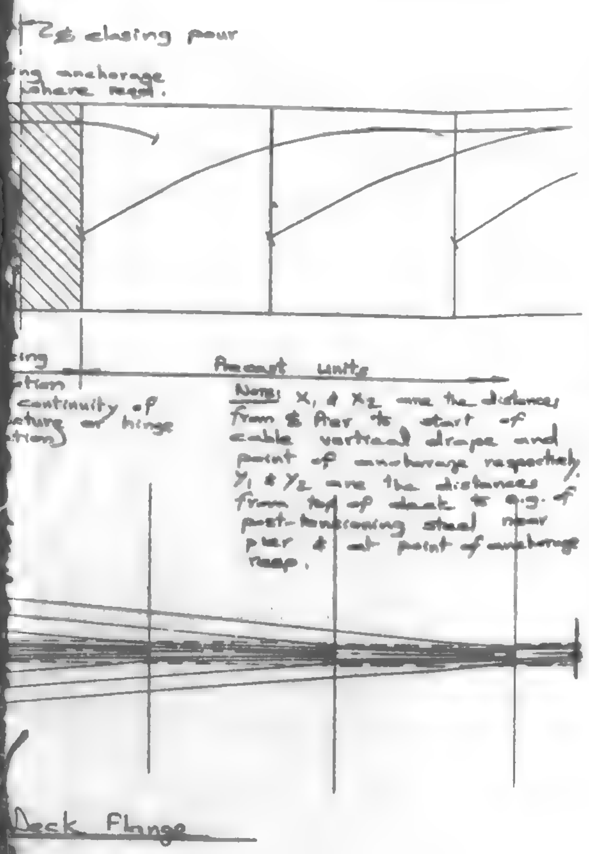
Typical Plan Showing Cable Paths in Deck Flange


P.C.
15'-9"
4"
c.g.s.
R=24'
R=24'
9"
3"
1'-6"
6'-9"
3"
1'-9"
2'-10½"
3'-9"
4"
cgs
Segment length

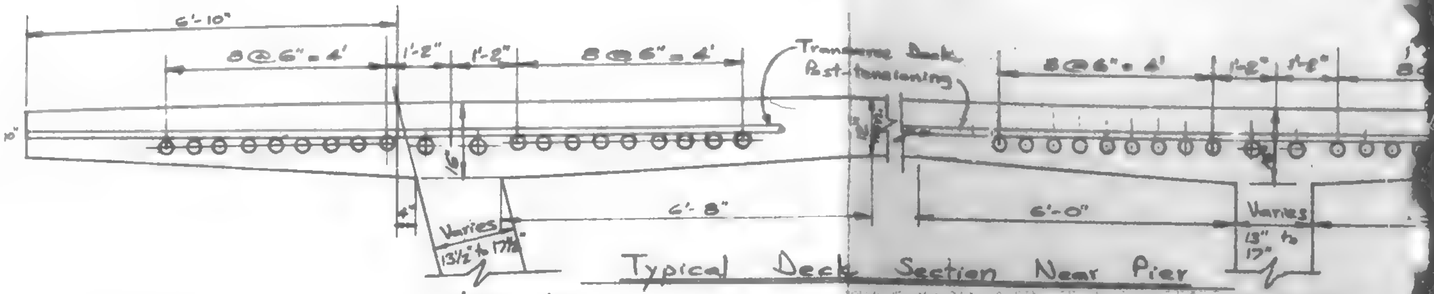
18 Strand Pattern (Max. of 2 d


P.C.
14'-9"
4½"
R=20'
R=20'
10"
2'-0"
9"
1'-9"
6'-9"
3"
2'-0"
cgs
4½"
2'-9"
3'-9"
℄ stem
3½'
interior stem
exterior stem
Segment Length

19 Strand Pattern (Max. of 2 ducts) per stem

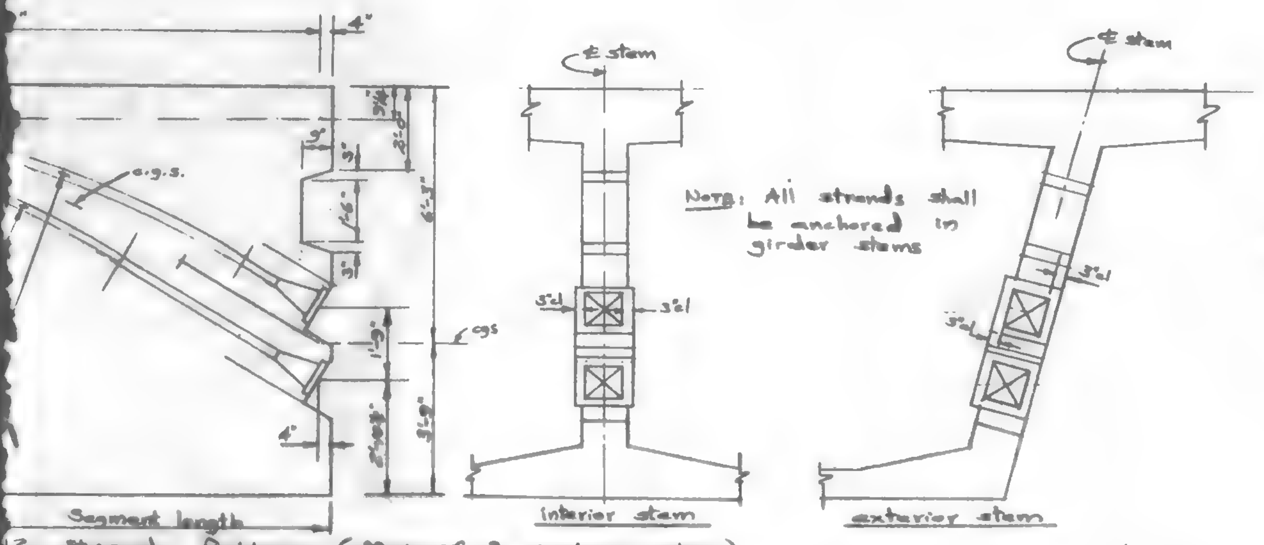

℄ closing pour
ing anchorage
where reqd.
ing
tion
continuity of
cture or hinge
ation)
Precast units
Note: X, & X2 are the distances from ℄ Pier to start of cable vertical drape and point of anchorage respectively. Y1 & Y2 are the distances from top of deck to c.g. of post-tensioning steel near pier ℄ at point of anchorage resp.

Deck Flange

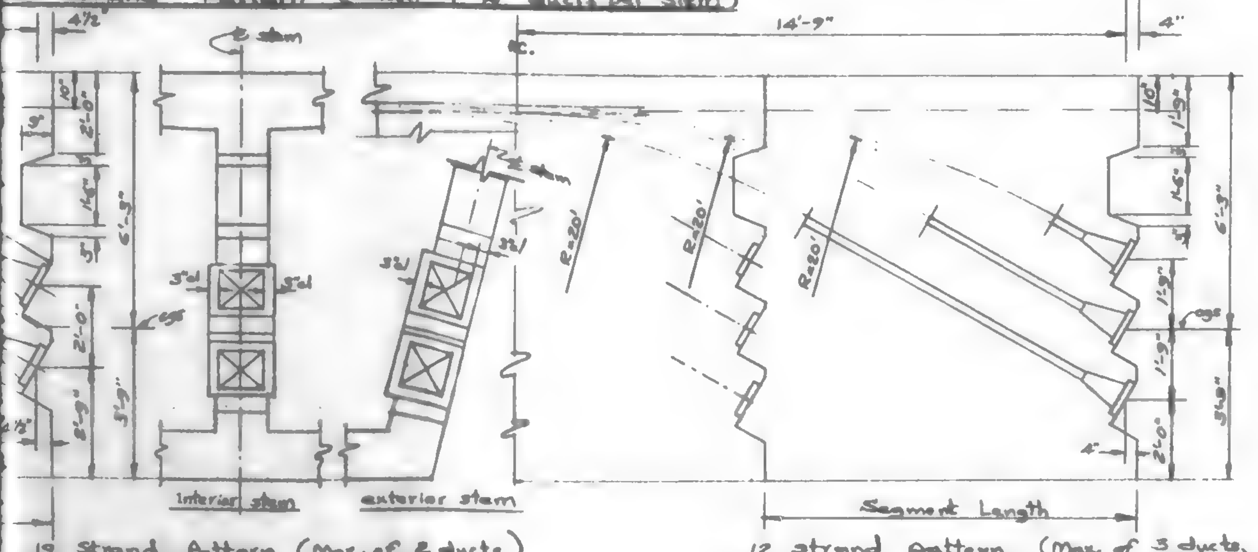

6'-10"
8@6"=4'
1'-2"
1'-2"
8@6"=4'
Transverse Deck Post-tensioning
8@6"=4'
1'-2"
1'-2"
10"
Varies
13½" to 17½"
6'-8"
6'-0"
Varies
13" to 17"
exterior stem
interior stem

Typical Deck Section Near Pier

GENERAL NOTES:
1) Pour cross-beam and portion of box girder over the pier with falsew
shaft. Use precast box units, one on each span for match casting. Post tension t
in place segment
2) Erect precast segments in free cantilever method, stressing slab
required.
3) With free cantilever erection of segments completed from both
form and pour in place the closure segment. Post tension the poured in plac
adjoining segments. Complete post tensioning in bottom slab of box girder 7
Where a hinge action is desired in the span, the closure pour shall be modified to
and rotation.


4"
c.g.s.
9"
1'-6"
6'-9"
1'-9"
cgs
3'-9"
4"
Segment length
℄ stem
Note: All strands shall be anchored in girder stems
3"cl
3"cl
interior stem
℄ stem
3"cl
exterior stem

12 Strand Pattern (Max. of 2 ducts per stem)


4½"
14'-9"
4"
℄ stem
℄ stem
R=20'
R=20'
R=20'
10"
1'-6"
6'-9"
1'-9"
cgs
2'-0"
3'-9"
4"
interior stem
exterior stem
Segment Length

19 Strand Pattern (Max. of 2 ducts per stem)

12 strand pattern (Max. of 3 ducts per stem)
(optional to 2~19 strand ducts)

ALTERNAT
PRECAST SEGME

APPROVED:
BRIDGE ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

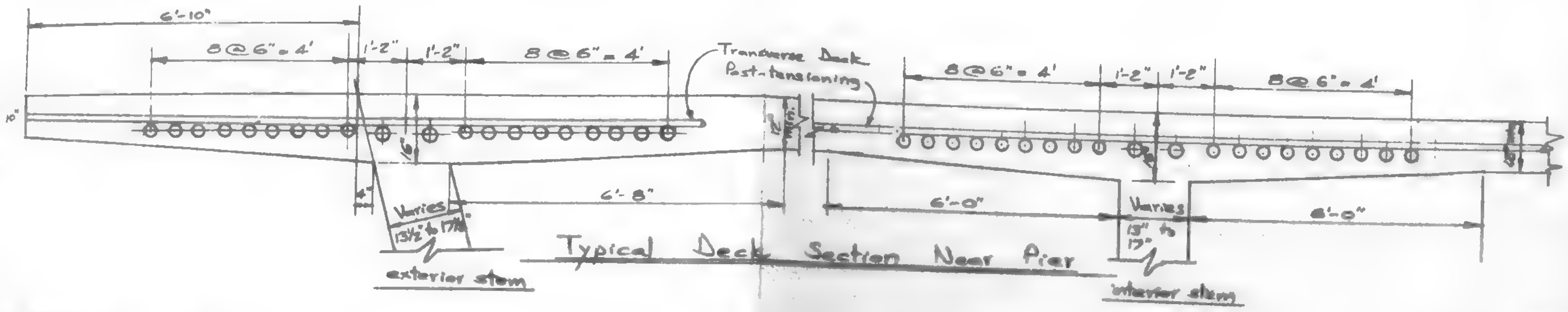
DATE	REVISION

OREGON STATE H
BRIDG

COLUMBIA RIVER

MISCELLANEOUS P

DATE
BRIDGE NO. 16188


6'-10"
8@6"=4'
1'-2"
1'-2"
8@6"=4'
Transverse Deck Post-tensioning
10"
4"
Varies 13½" to 17⅞"
6'-8"
6'-0"
Varies 13" to 17"
6'-0"
exterior stem
interior stem

Typical Deck Section Near Pier

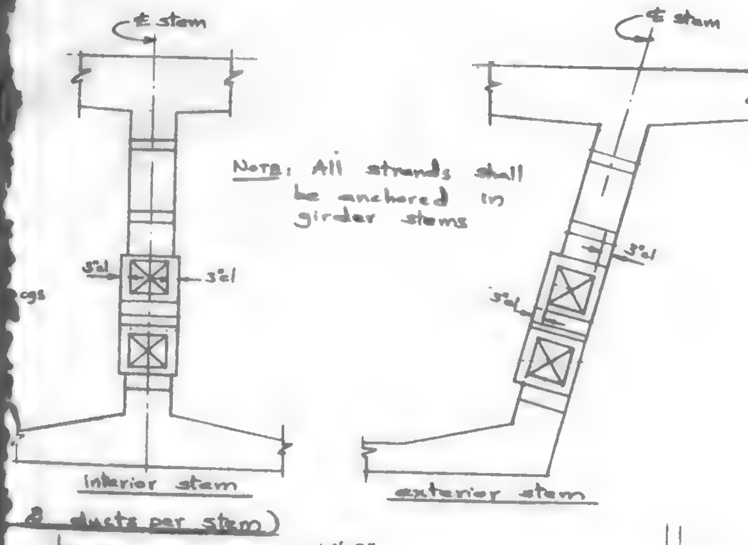
he distance
rt of
rape and
ge respectively
distances
≡ c.g. of
al near
of anchorage

GENERAL NOTES:

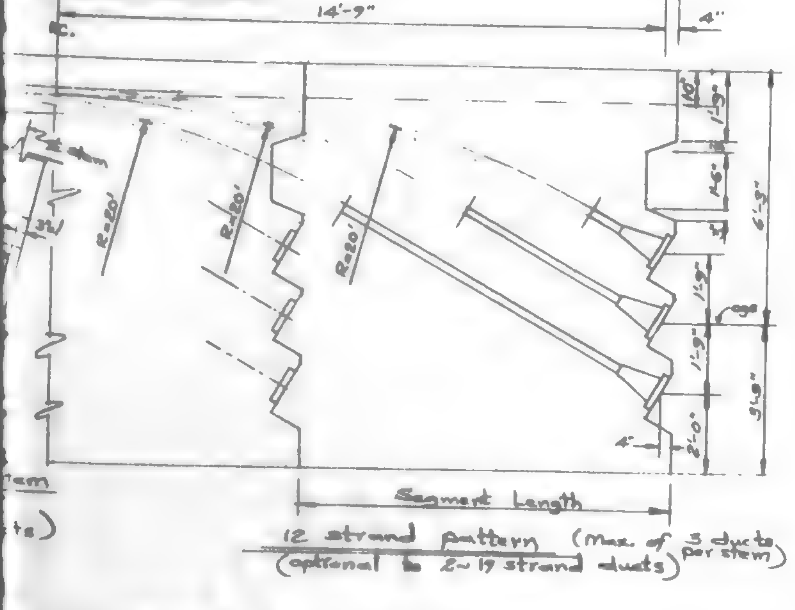
1) Pour cross-beam and portion of box girder over the pier with falsework supported against pier shaft. Use precast box units, one on each span for match casting. Post tension the units and poured in place segment.

2) Erect precast segments in free cantilever method, stressing slab and web tendons as required.

3) With free cantilever erection of segments completed from both sides of the span, form and pour in place the closure segment. Post tension the poured in place closure segment with adjoining segments. Complete post tensioning in bottom slab of box girder for positive moment steel. Where a hinge action is desired in the span, the closure pour shall be modified to handle both expansion and rotation.


℄ stem
℄ stem
3½
3½
3½
3½
interior stem
exterior stem
8 ducts per stem)

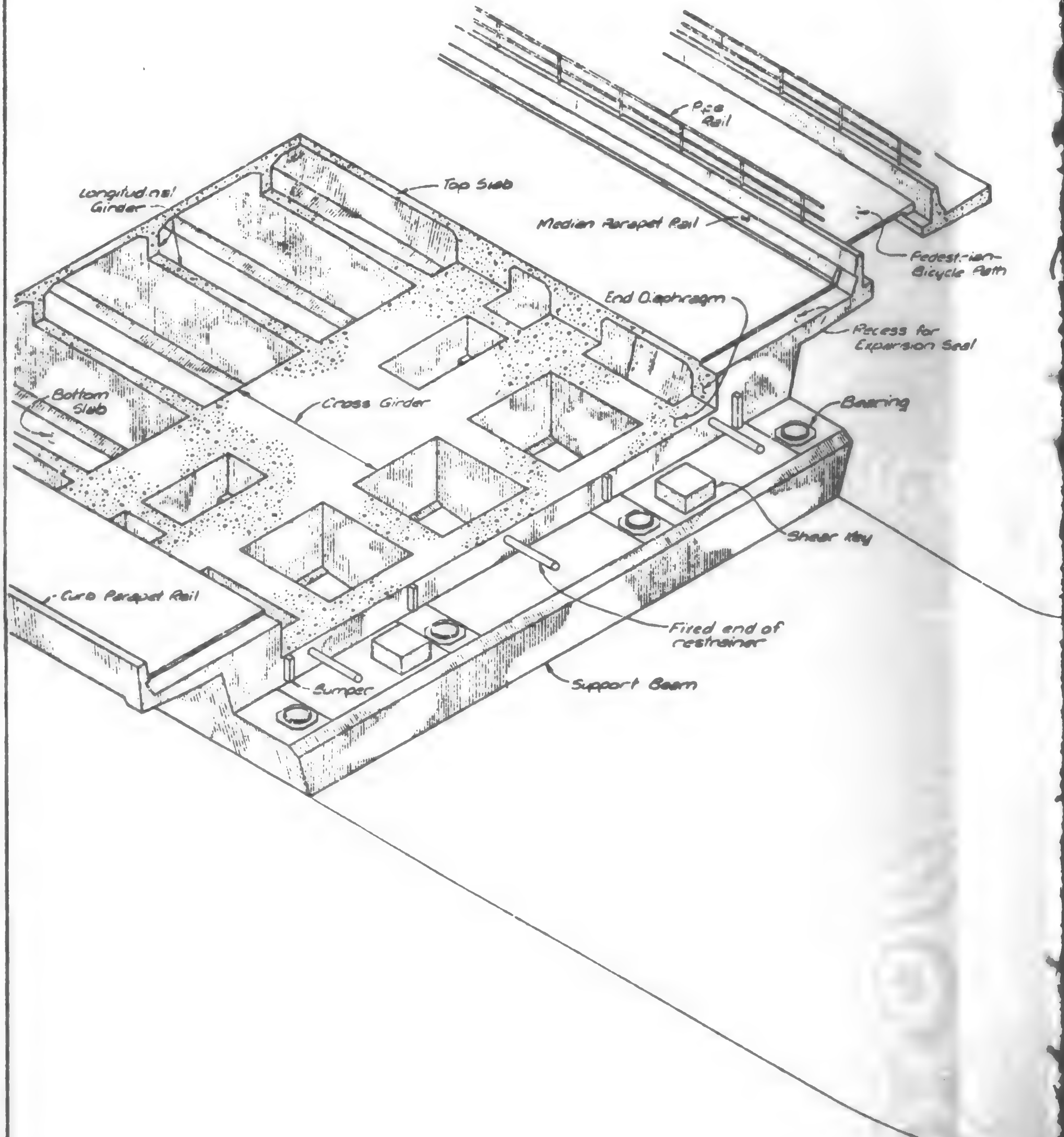
NOTE: All strands shall be anchored in girder stems

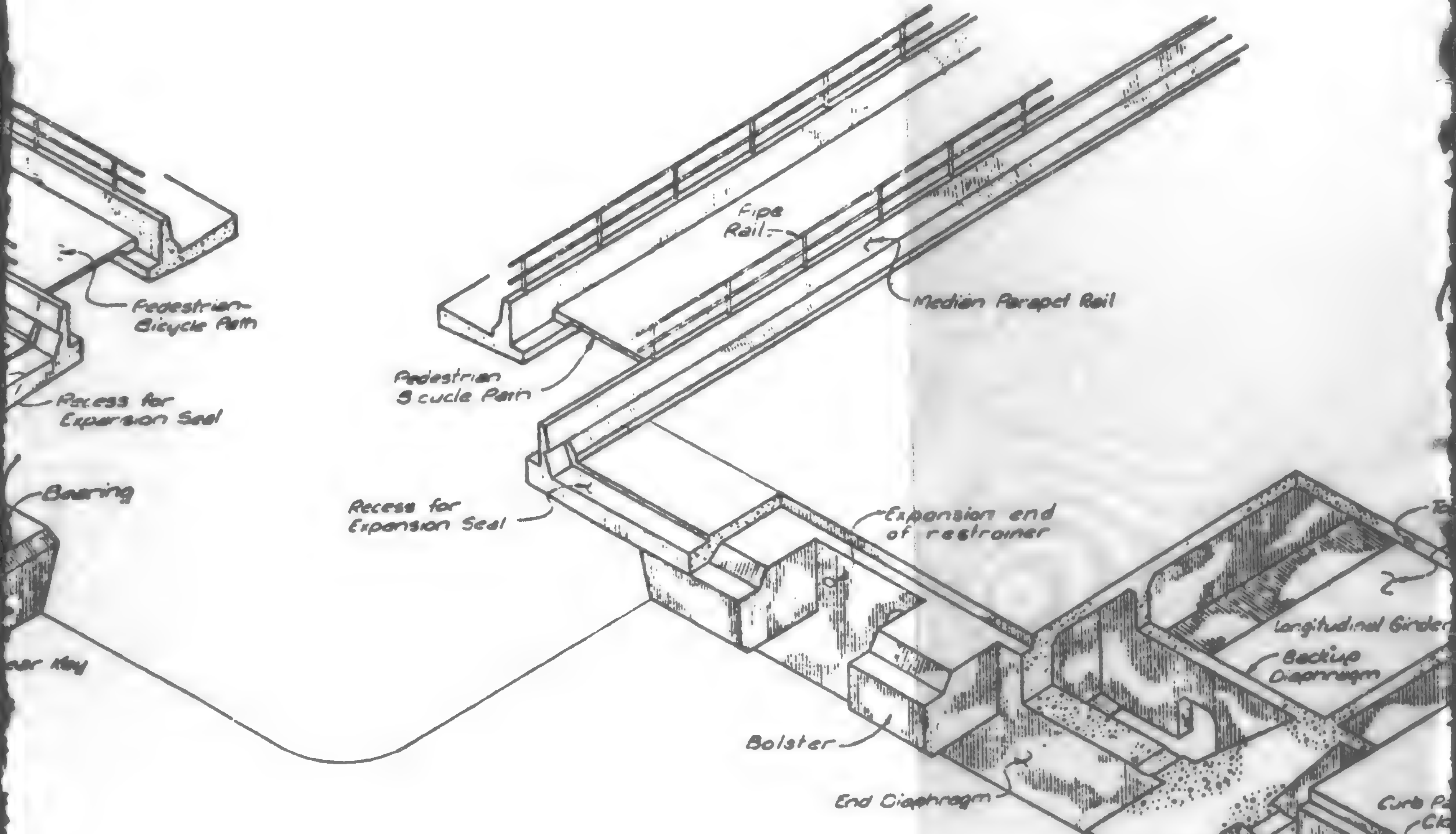

14'-9"
4"
℄
℄ stem
3½
R=20'
R=20'
R=20'
10"
1'-9"
1'-6"
1'-9"
1'-9"
2'-0"
6'-9"
3'-6"
4"
Segment Length
tem
ts)

12 strand pattern (Max. of 3 ducts per stem)
(optional to 2~19 strand ducts)

ALTERNATE II
PRECAST SEGMENTAL P.T.B.G.

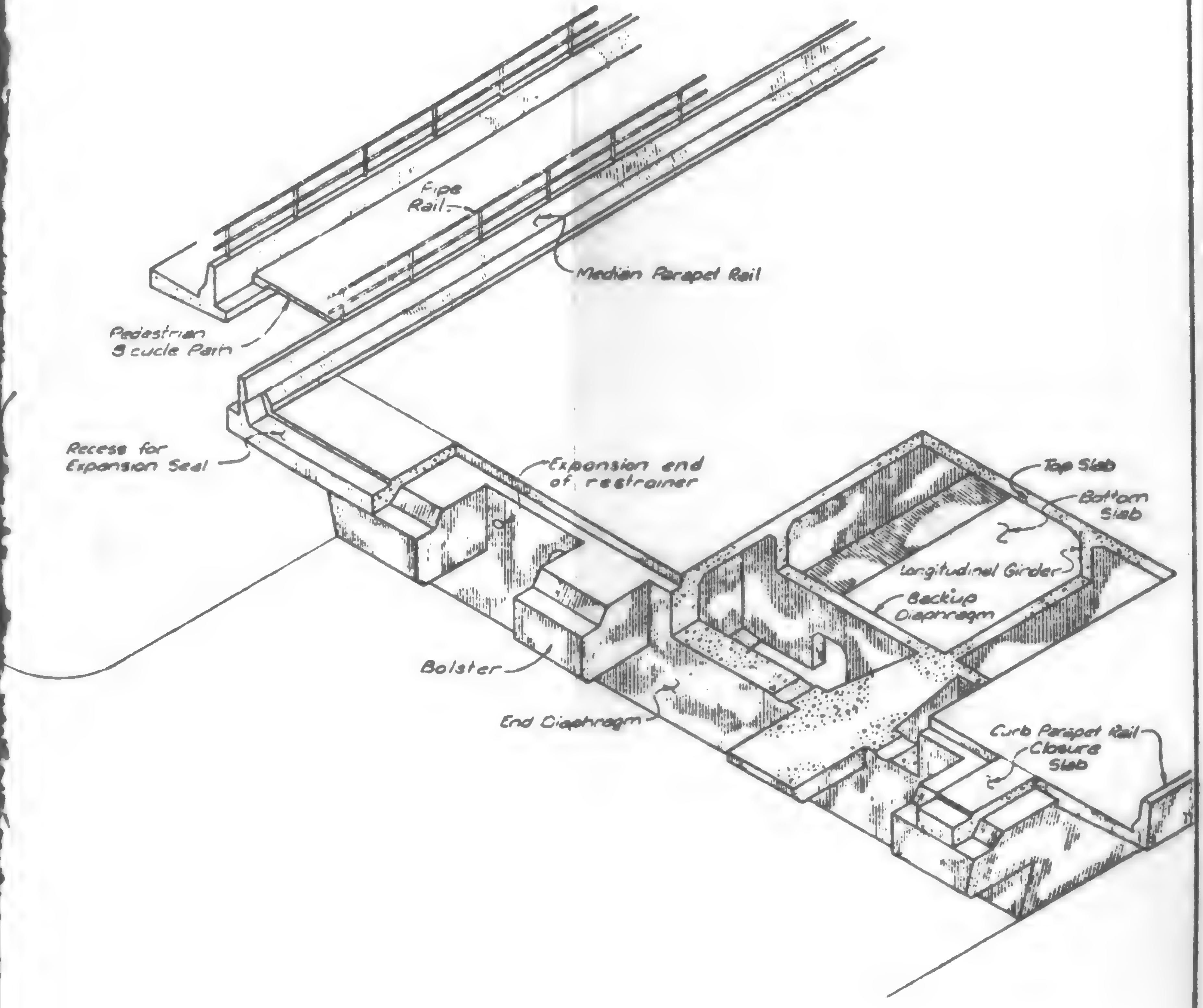
APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	COLUMBIA RIVER ~ SOUTH CHANNEL BRIDGE
DATE / REVISION	MISCELLANEOUS POST-TENSIONING DETAILS
	DATE BRIDGE NO. 16188
	SHEET ___ OF ___ DRAWING NO. V-F


Pipe Rail
Top Slab
Longitudinal Girder
Median Parapet Rail
Pedestrian-Bicycle Path
End Diaphragm
Recess for Expansion Seal
Bearing
Cross Girder
Bottom Slab
Shear Key
Curb Parapet Rail
Fixed end of restrainer
Bumper
Support Beam


Pedestrian-Bicycle Path
Recess for Expansion Seal
Bearing
ner Key
Pipe Rail
Median Parapet Rail
Pedestrian Bicycle Path
Recess for Expansion Seal
Expansion end of restrainer
To
Longitudinal Girder
Backup Diaphragm
Bolster
End Diaphragm
Curb P
Cl

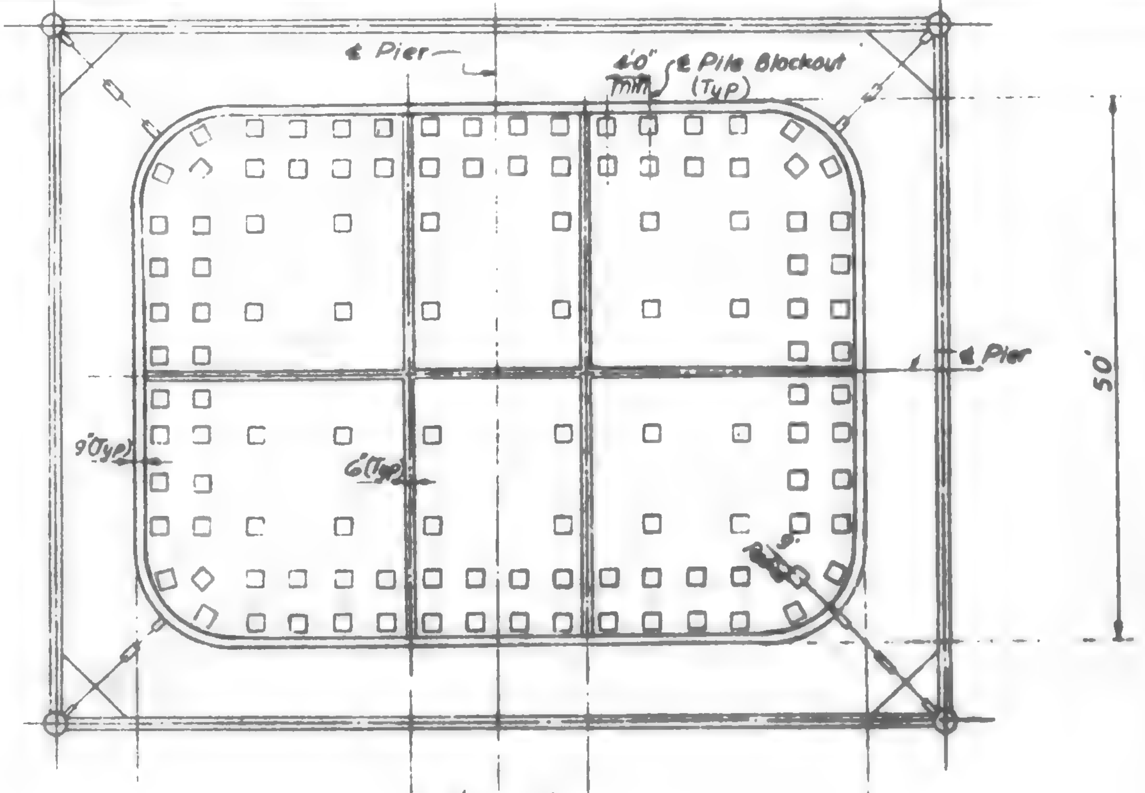
V-G

ISOMETRIC OF TYP
HINGE SPAN

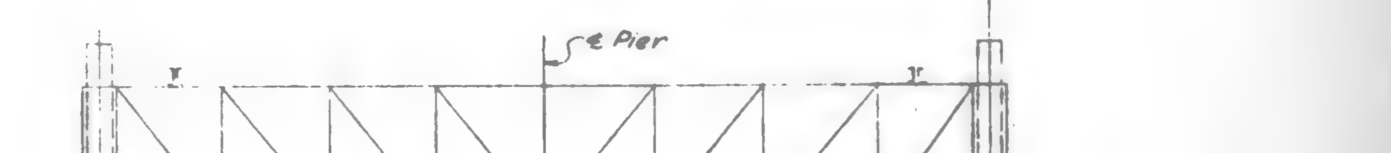

Pipe Rail
Median Parapet Rail
Pedestrian Bicycle Path
Recess for Expansion Seal
Expansion end of restrainer
Top Slab
Bottom Slab
Longitudinal Girder
Backup Diaphragm
Bolster
End Diaphragm
Curb Parapet Rail
Closure Slab

V-G

ISOMETRIC OF TYPICAL HINGE SPAN


℄ Pier
4'-0" Min.
℄ Pile Blockout (Typ)
℄ Pier
50'
9"(Typ)
6"(Typ)
9"
8'
8'
68'

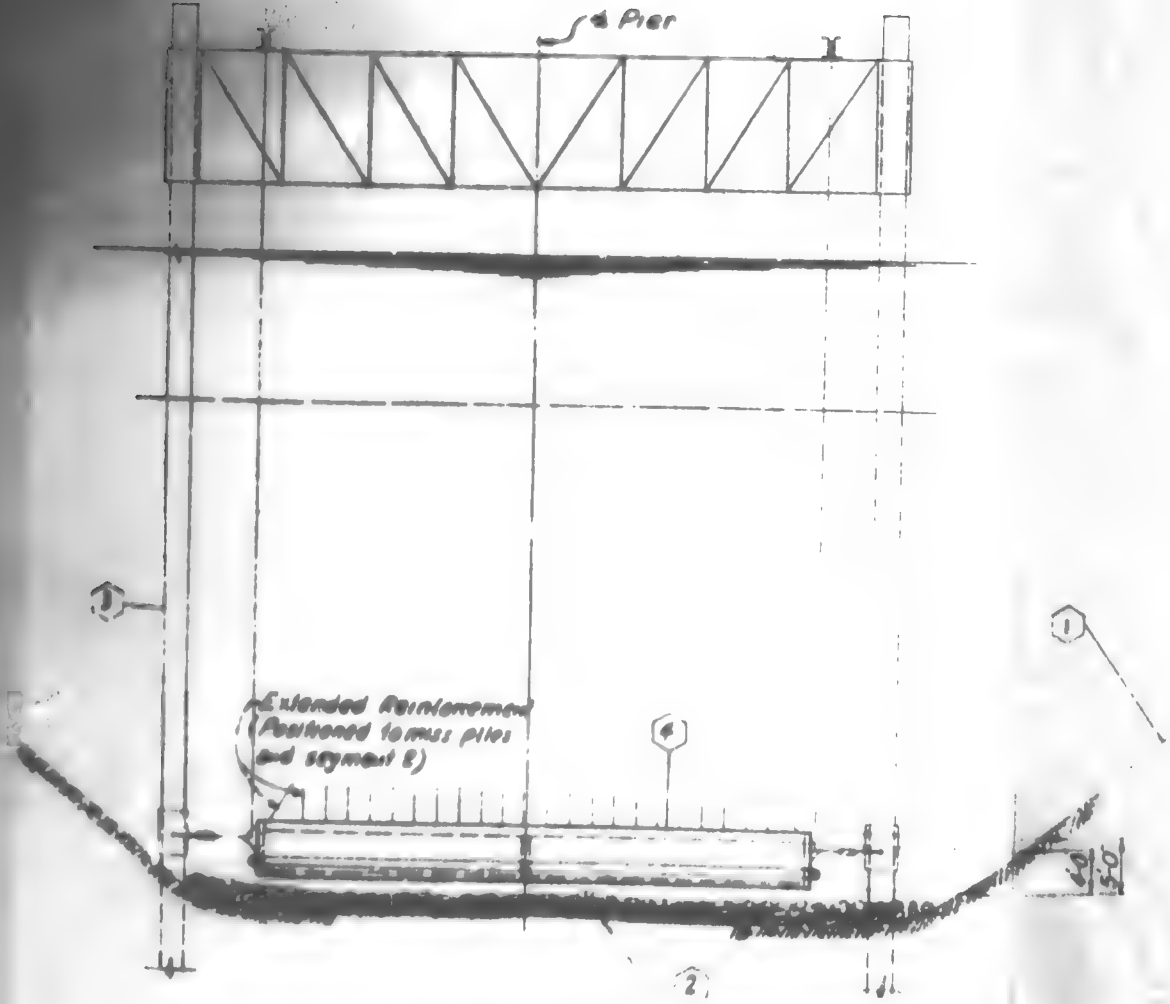
PLAN


℄ Pier
Assumed Construction High Water Elev. +12'
Original River Bed Elev. -25
3
1
Suspended Segment 1
Rolled up "Filterex" (or Equal) all around segment
Extended Reinforcement (Position to miss piles and Segment 2)
Provide sleeve and turnbuckle for lateral control and adj. by diver.
2
4

ELEVATION

STAGE-1

① - Excavate glory hole to 3' below base (-49.5')
Assume 3:1 slope.
② - Backfill with 2' of rock to protect against
scour at this stage.
③ - Place reusable support frame for alignment
and temporary support of segments
④ - Suspend segment 1 (250± tons, dry weight) at proper
elevation (base at -46.5').


℄ Pier
③
①
Extended Reinforcement
(Positioned to miss piles
and segment 2)
④
②
4.0
5.0

END VIEW

V-H

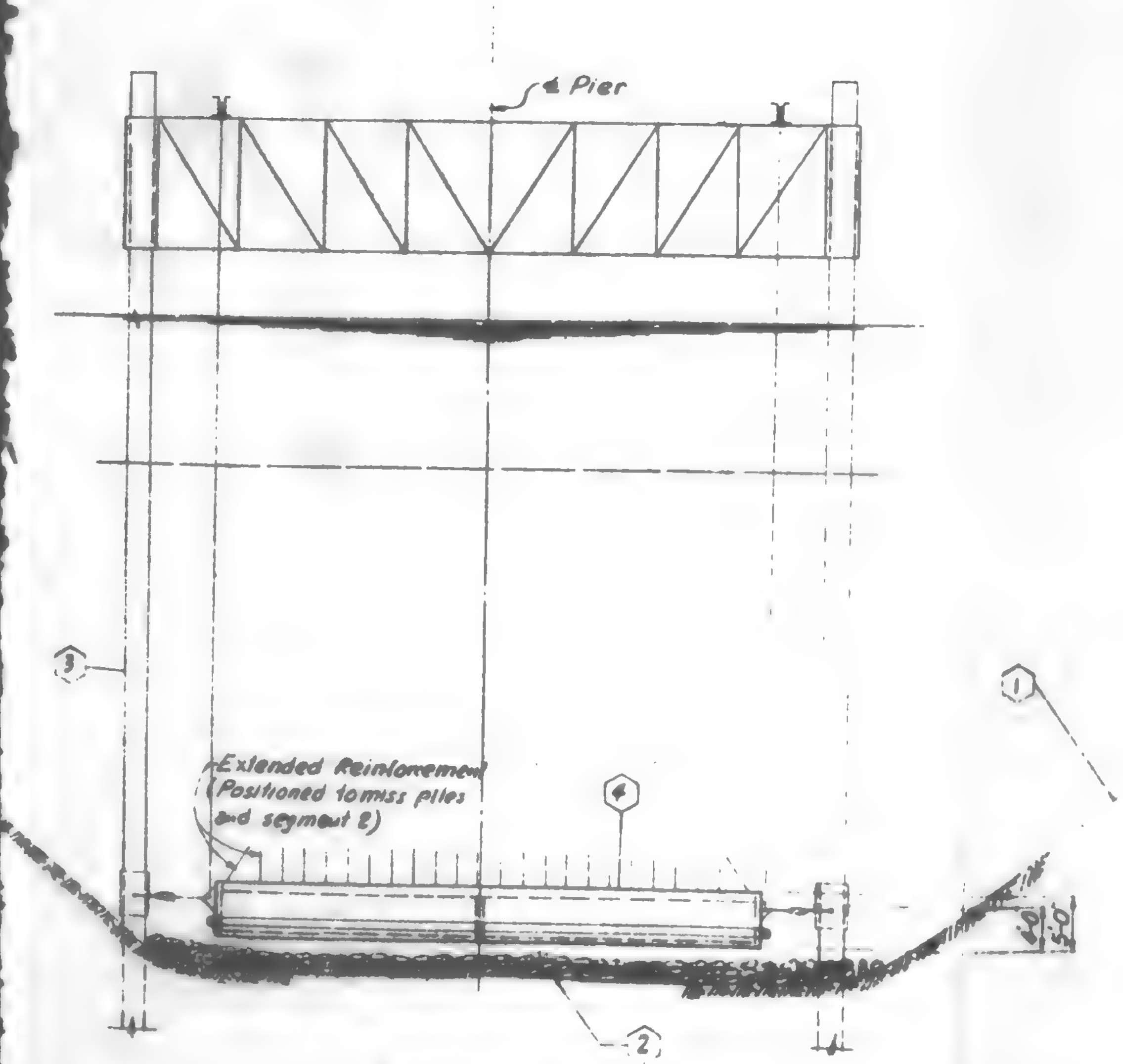
I-205 COLUMBIA RIVER BRID

CONSTRUCTION SEQUENCE PRECAST PI

BY: YPB/PAT
DATE: FEB. 12, 75
SHEET 1 OF 5

TAGE-1

① - Excavate glory hole to 3' below base (-49.5')
Assume 3:1 slope.
② - Backfill with 2' of rock to protect against
scour at this stage.
③ - Place reusable support frame for alignment
and temporary support of segments
④ - Suspend segment 1 (2503 tons, dry weight) at proper
elevation (base at -46.5').



℄ Pier
③
①
Extended Reinforcement (Positioned to miss piles and segment 2)
④
3.0
5.0
②

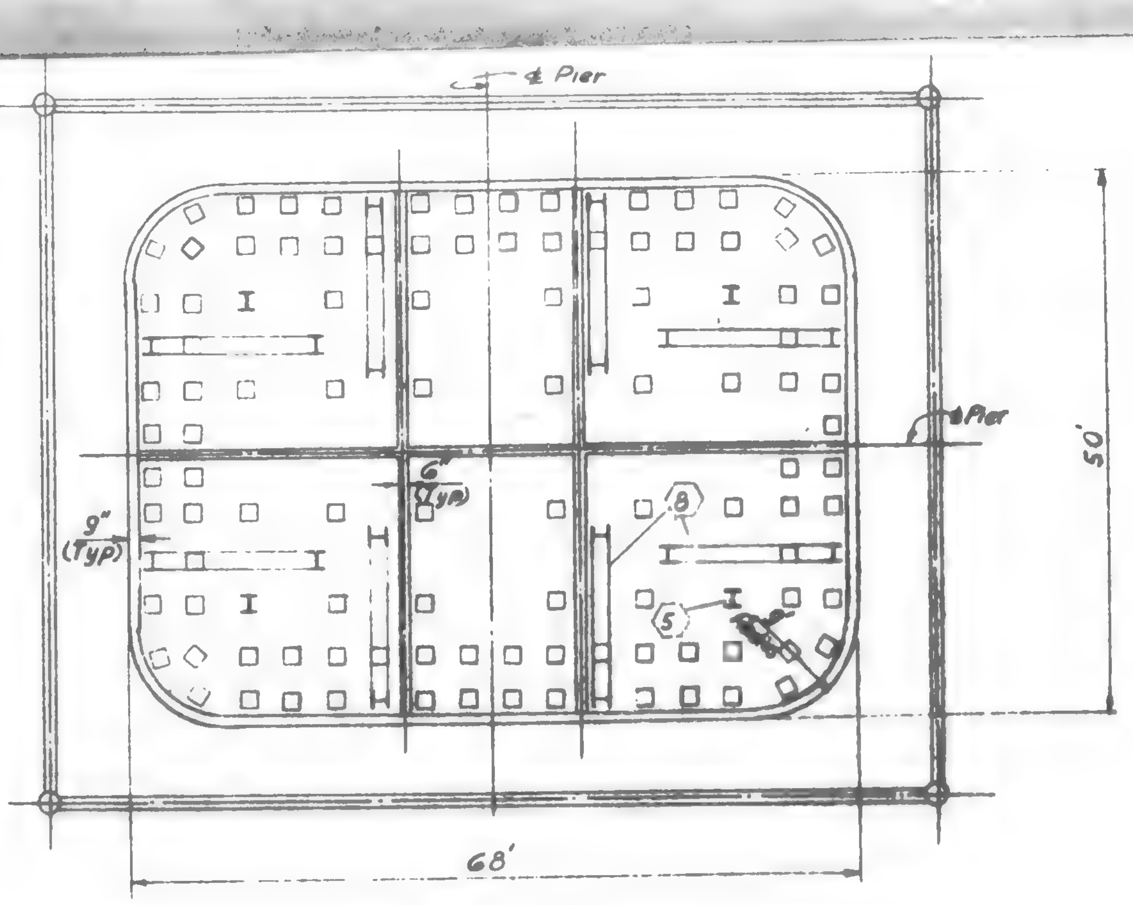
END VIEW

V-H

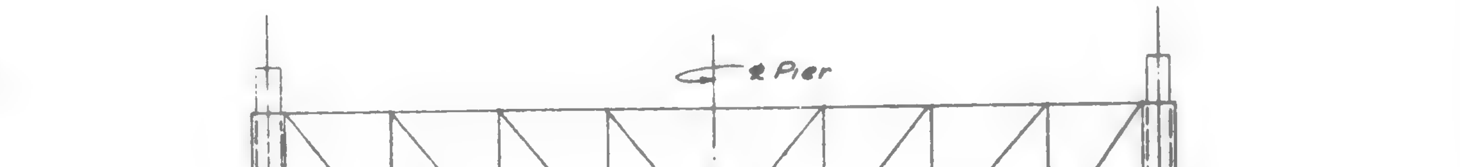
I-205 COLUMBIA RIVER BRIDGE

CONSTRUCTION SEQUENCE PRECAST PIER

BY: YPB & PAT
DATE: FEB. 12, 75   SHEET 1 OF 5


℄ Pier
℄ Pier
50'
6" (Typ)
9" (Typ)
8
5
68'

PLAN

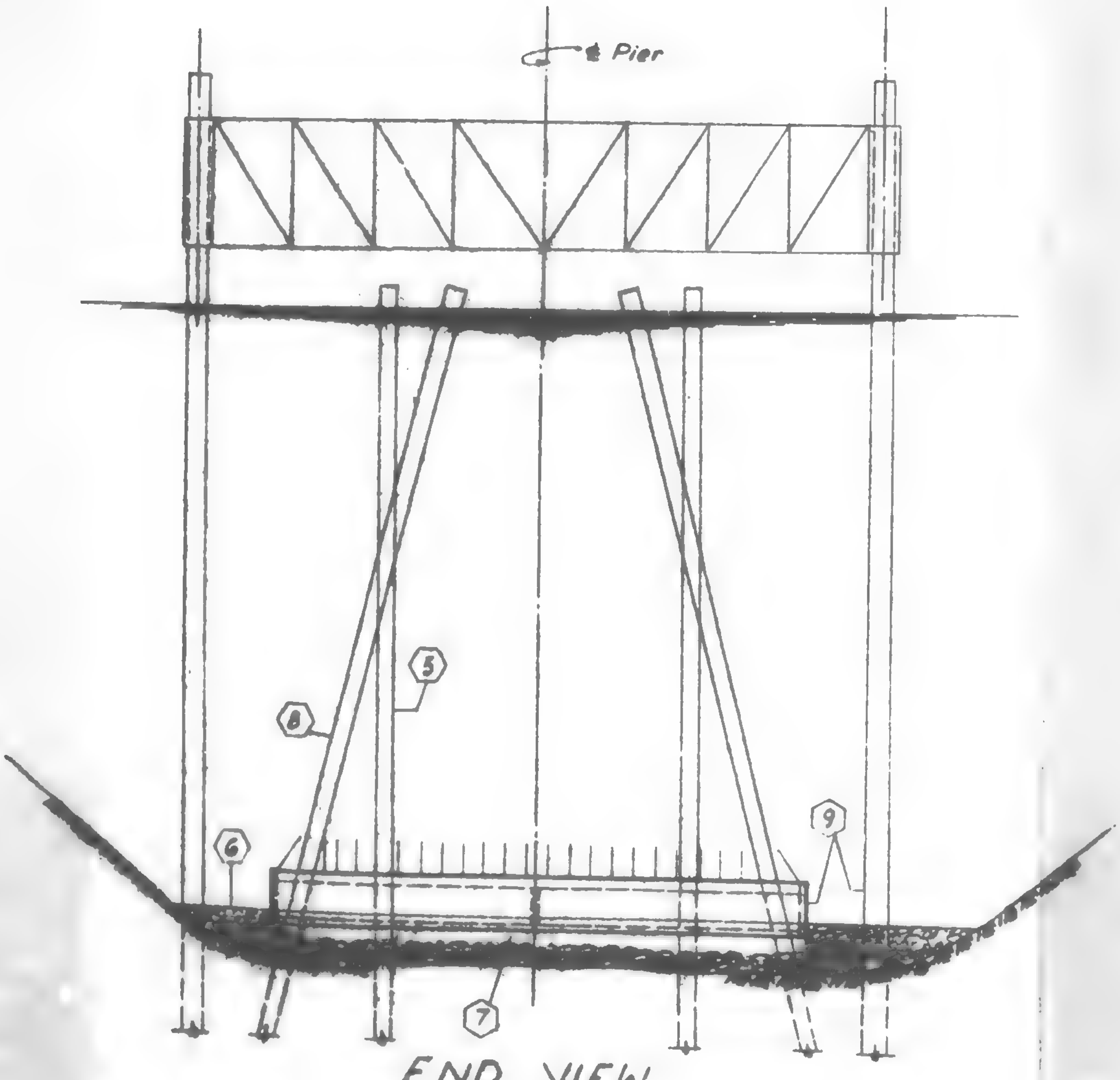

℄ Pier
Elev. 12.0'
Elev 14.5
Initial Batter Pile
Initial Plumb Pile
5
8
Displaced water from 7 will flow out through filterex in blockouts and through rock around perimeter.
9
6
3' well graded Rock
Unrolled Filterex.
7

ELEVATION

STA
⑤
⑥
⑦
⑧
⑨

STAGE-2

⑤ Drive 4 vertical piles and wedge to maintain segment position
⑥ Unroll filterex and place rock around segment.
⑦ Flush sand/pea gravel mix under segment base
⑧ Drive 8 battered piles and wedge to carry vertical loads
⑨ Release support from support frame



END VIEW

V-H

I-205 COLUMBIA RIVE

CONSTRUCTION SEQUEN

BY: YASIAT
DATE: FEB 12, 75
SH

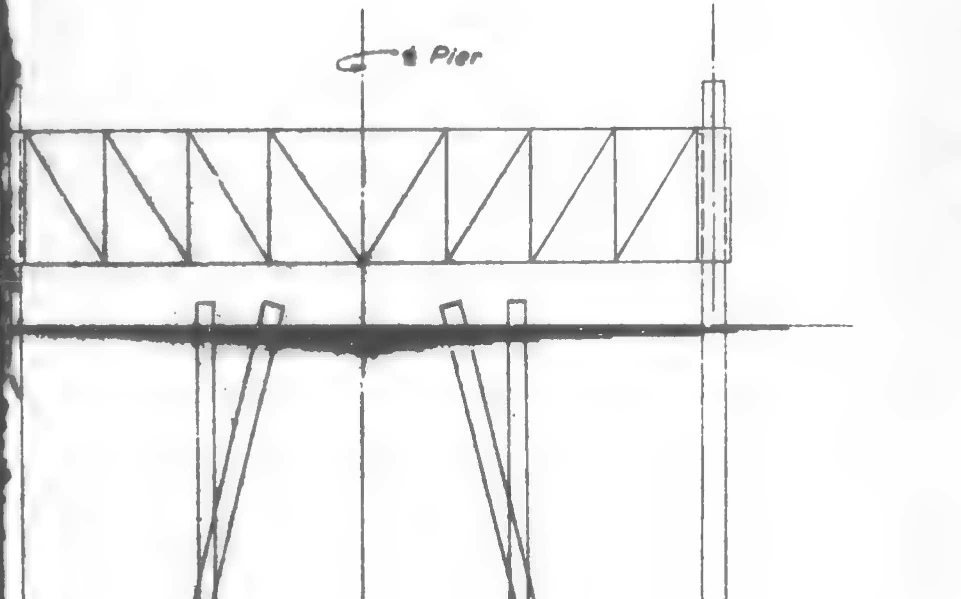
Drive 4 vertical piles and wedge to
intain segment position

Unroll ·:Herex and place rock around
ment

Flush sand/pea gravel mix under
ment base

Drive 8 battered piles and wedge to
ry vertical loads

Release support from support frame



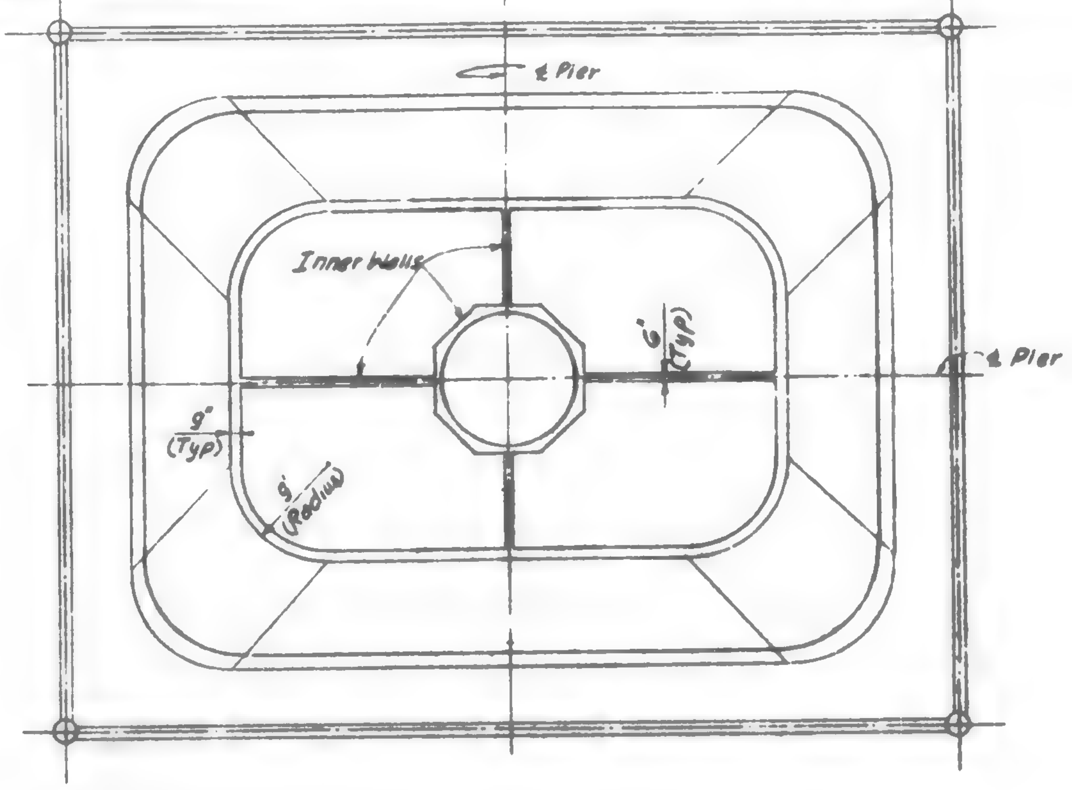
END VIEW

V-H

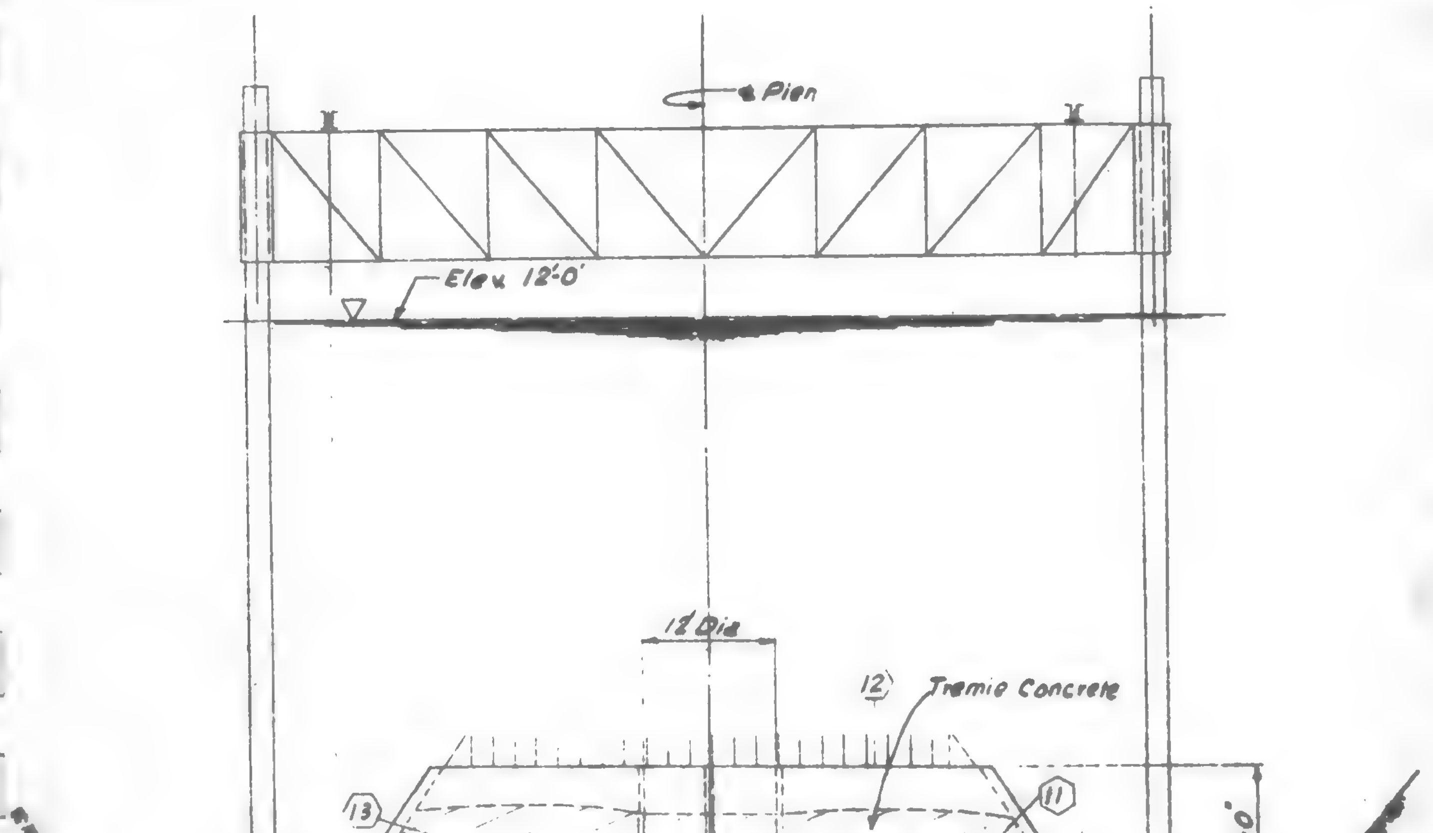
I-205 COLUMBIA RIVER BRIDGE

CONSTRUCTION SEQUENCE PRECAST PIER

BY: Y.PGIAT
DATE: FEB 12, 75
SHEET 2 OF 8


℄ Pier
Inner Walls
6' (Typ)
℄ Pier
9' (Typ)
9' (Radius)

PLAN


℄ Pier
Elev. 12'-0'
12' Dia
12 Tremie Concrete
13
11
15'-0"

ELEVATION

STA
⑩
⑪
⑫
⑬

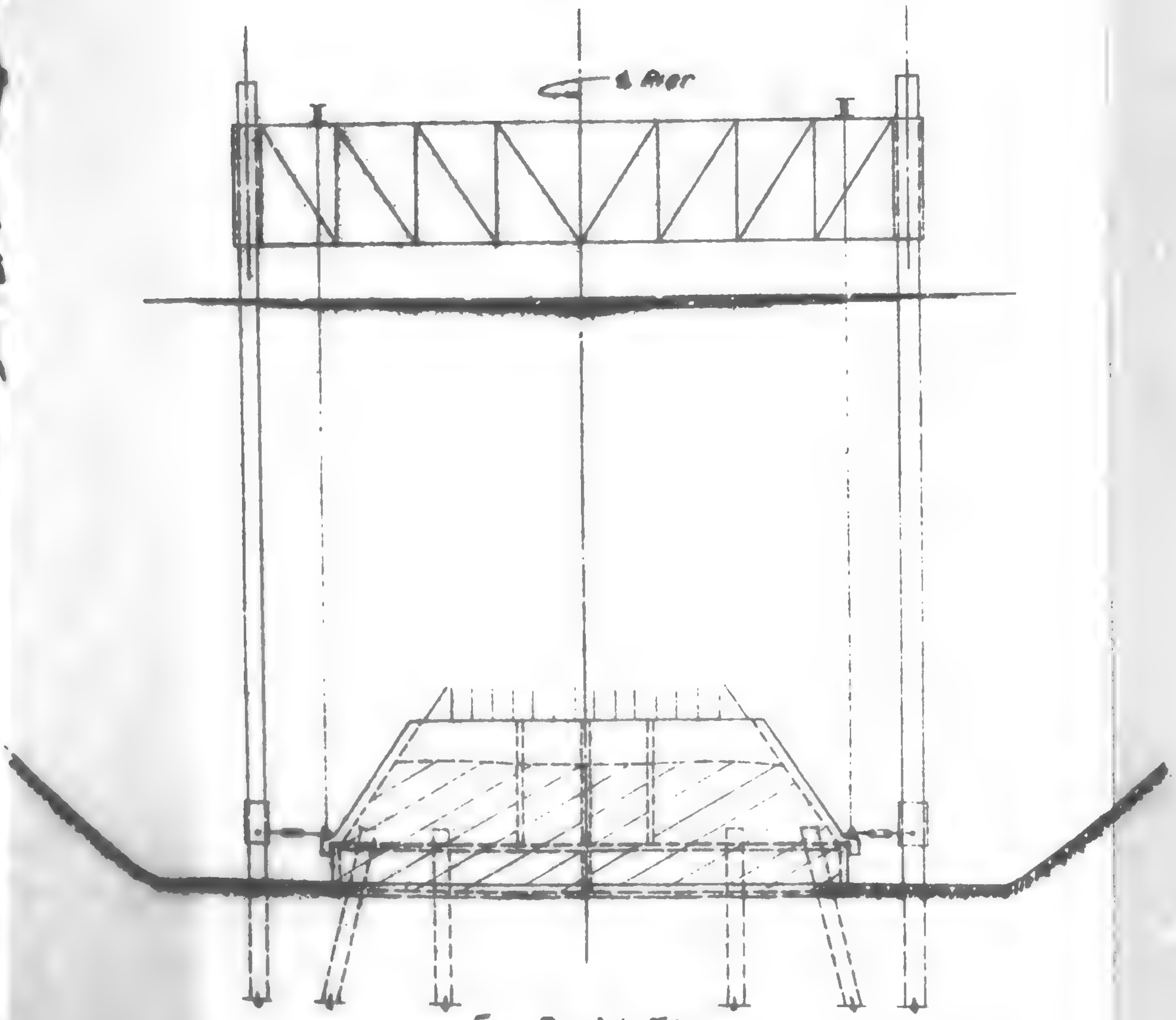
STAGE-3

(10) Drive remaining vertical piles and then battered piles

(11) Cut off piles underwater as required for pile clearance

(12) Place segment 2 (850± tons, dry weight)

(13) Pour tremie concrete to bottom of hollow core (-33.5)



END VIEW

V-H

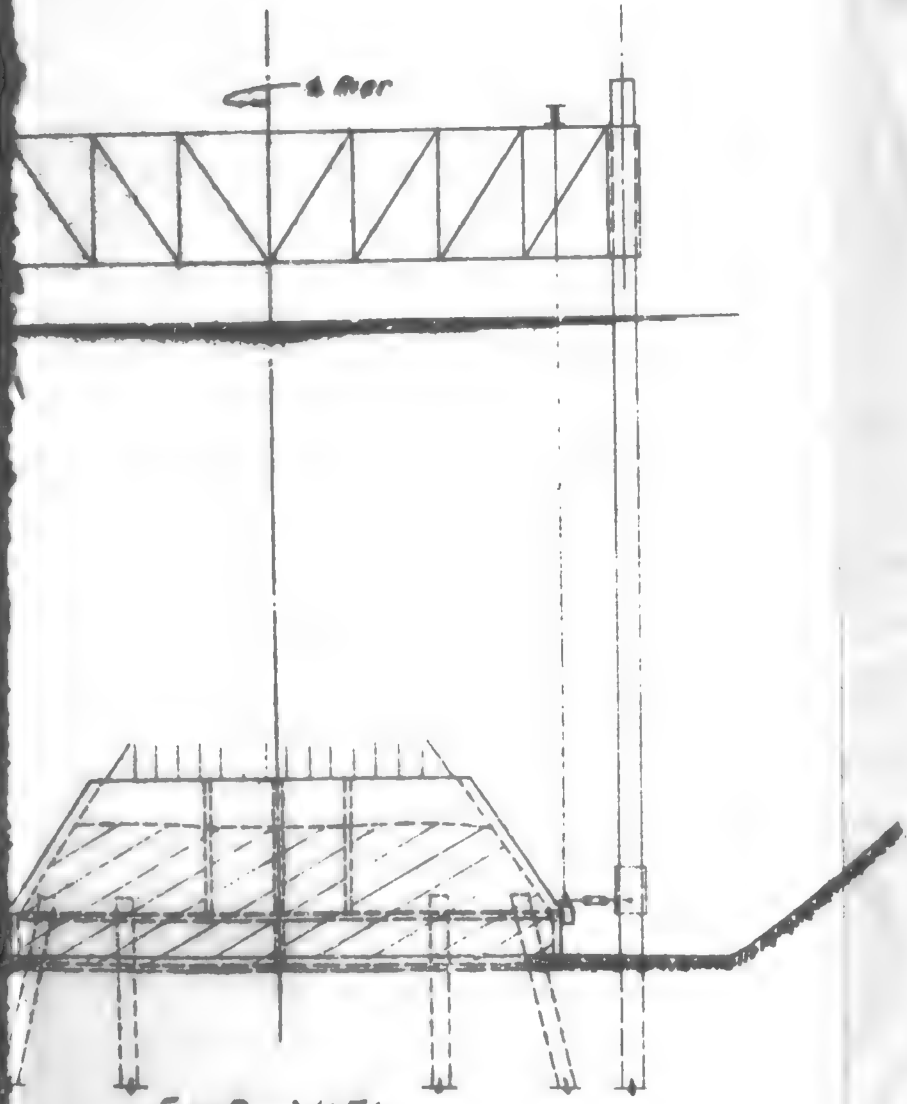
I-205 COLUMBIA RIVER B

CONSTRUCTION SEQUENCE PRECAS

BY: YPG & PAT
DATE: FEB 12, 75
SHEET 3

e: remaining vertical piles and then
piles
off piles underwater as required for
ence
segment 2 (250± tons, dry weight)

tremie concrete to bottom of hollow
(5)



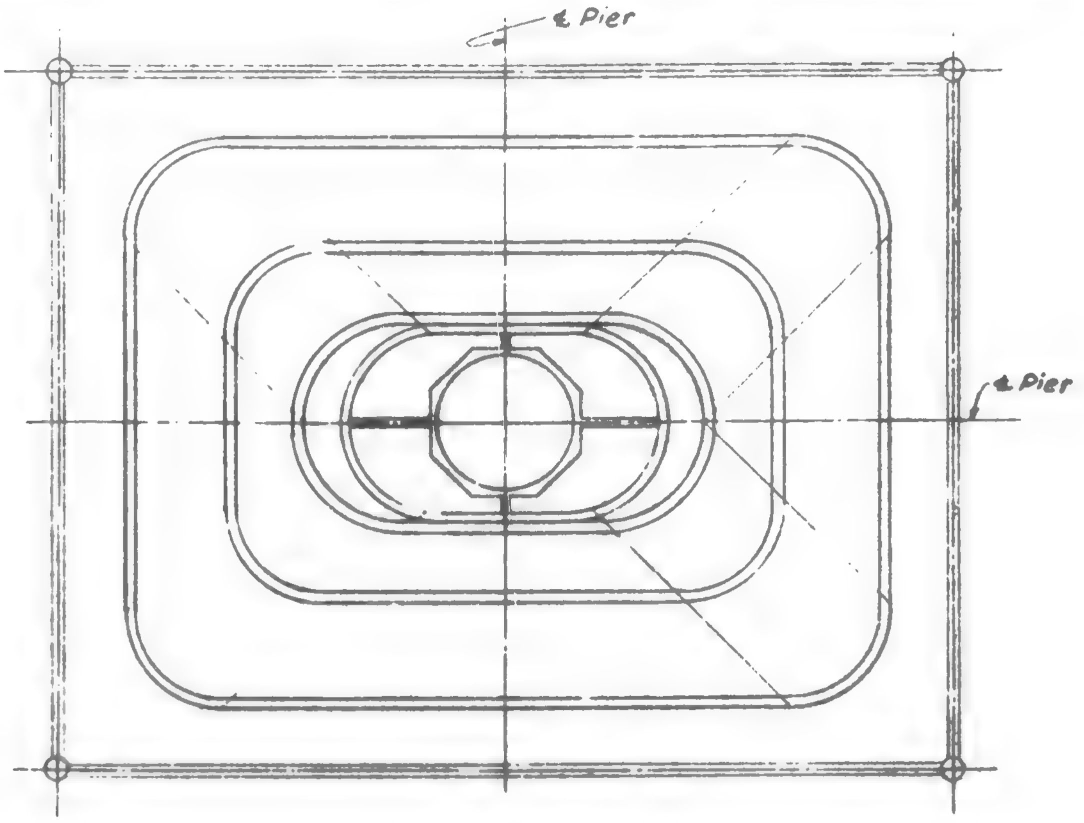
END VIEW

V-H

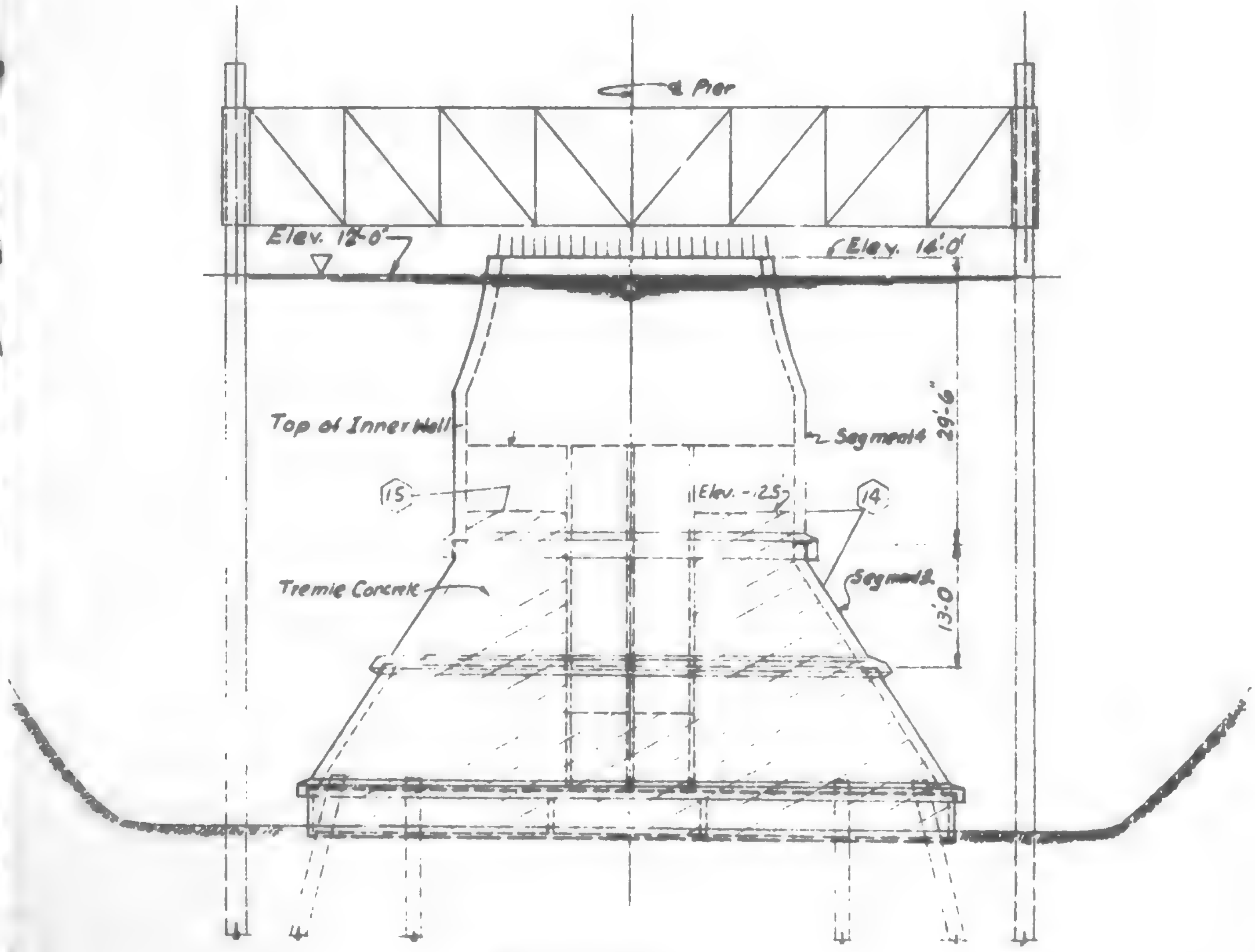
I-205 COLUMBIA RIVER BRIDGE

CONSTRUCTION SEQUENCE PRECAST PIER

BY: YPB/PAT
DATE: FEB 12, 75
SHEET [illegible] OF [illegible]



PLAN


℄ Pier
Elev. 12'-0"
Elev. 14'-0"
Top of Inner Wall
Segment 4
29'-6"
15
Elev. -25
14
Tremie Concrete
Segment 2
13'-0"

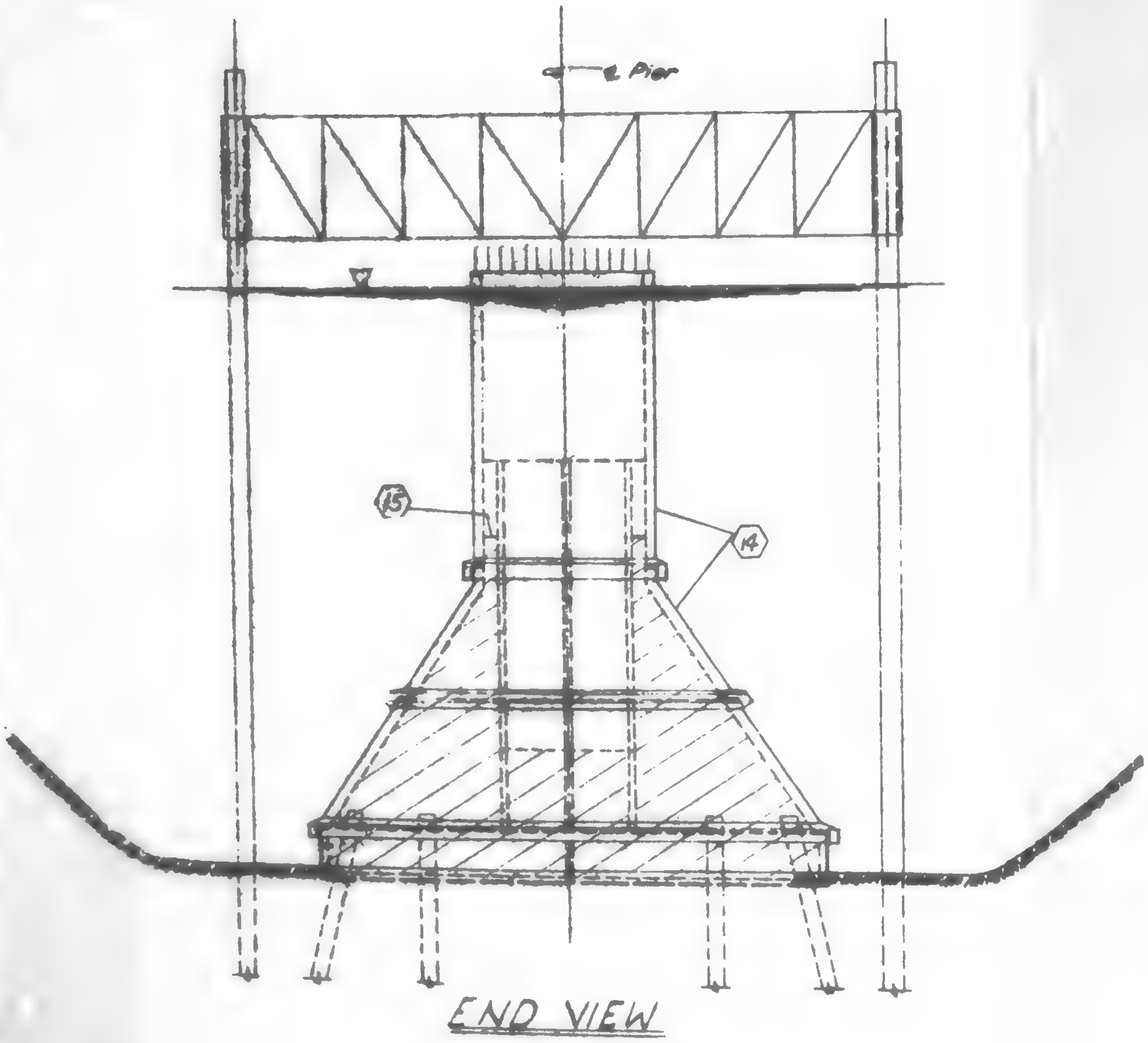
ELEVATION

STAGE-4
⑭
⑮

STAGE-4

⑭ Place segments 3(190± tons) and 4(250±tons) dry weights

⑮ Pour tremie concrete to 3' above joint between segments 3 and 4 (+12.6')



END VIEW

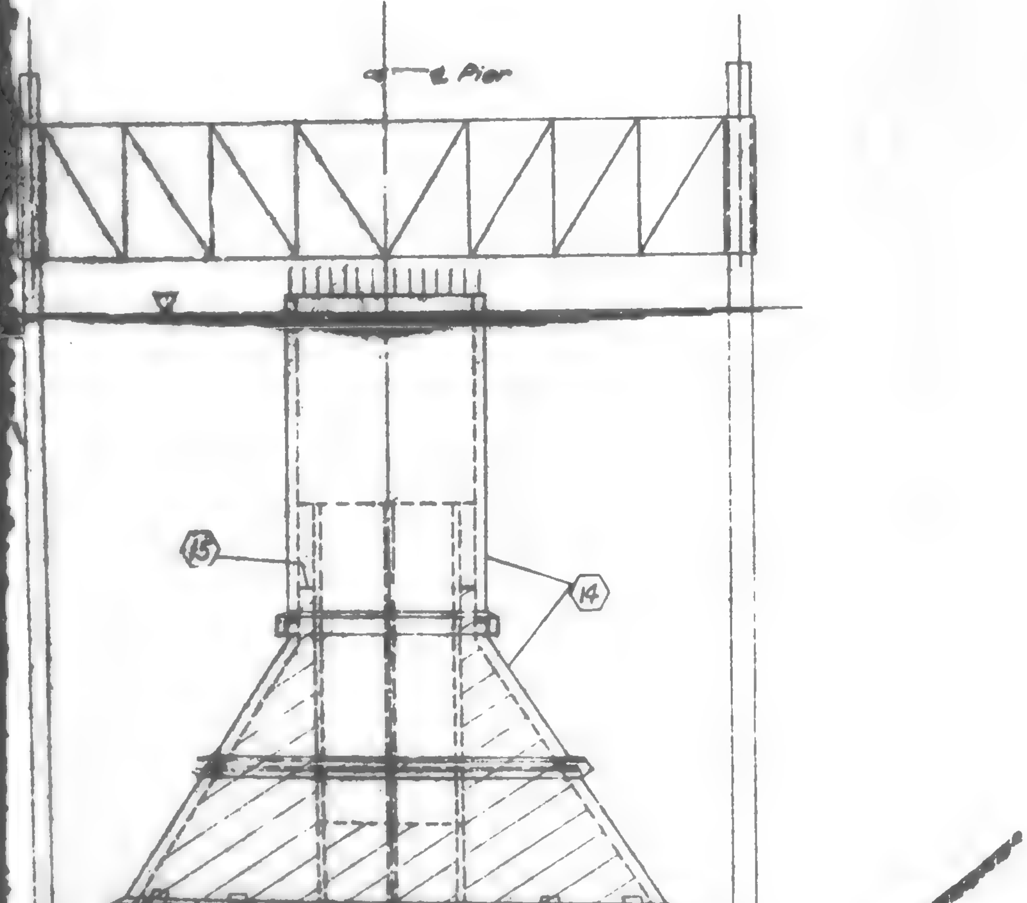
V-H

I-205 COLUMBIA RIVER BR

CONSTRUCTION SEQUENCE

BY: YP & PAT
DATE: FEB [illegible]
SHEET 4 O

TAGE-4
⑭ Place segments 3(190± tons) and 4(250± tons) dry weights
⑮ Pour tremie concrete to 3' above joint between segments 3 and 4 (42.6')



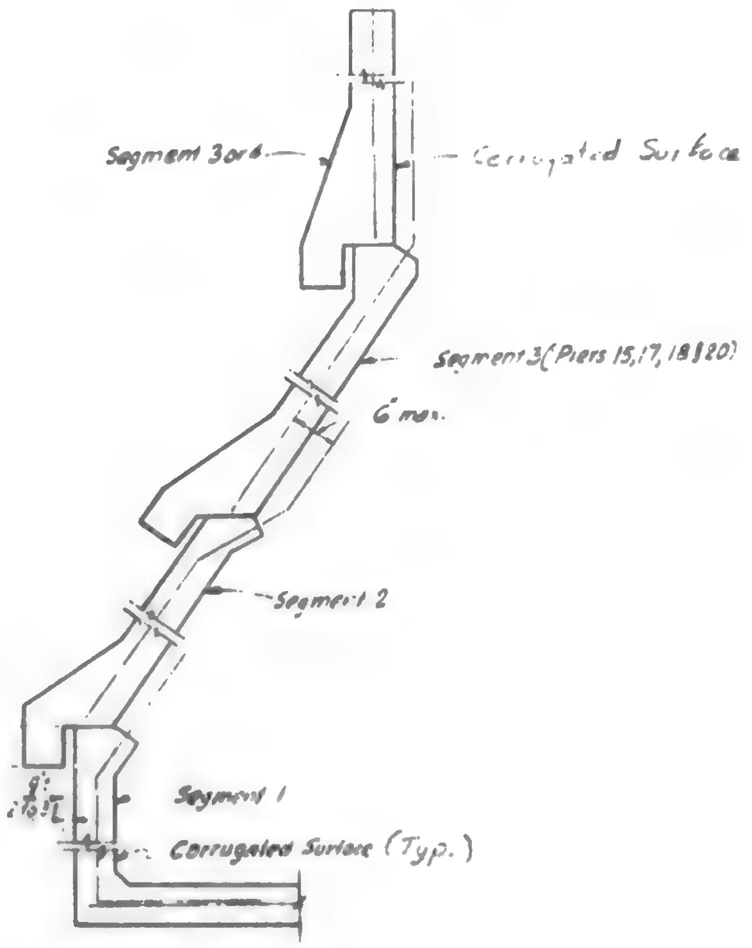
END VIEW

Ⅴ-H

I-205 COLUMBIA RIVER BRIDGE

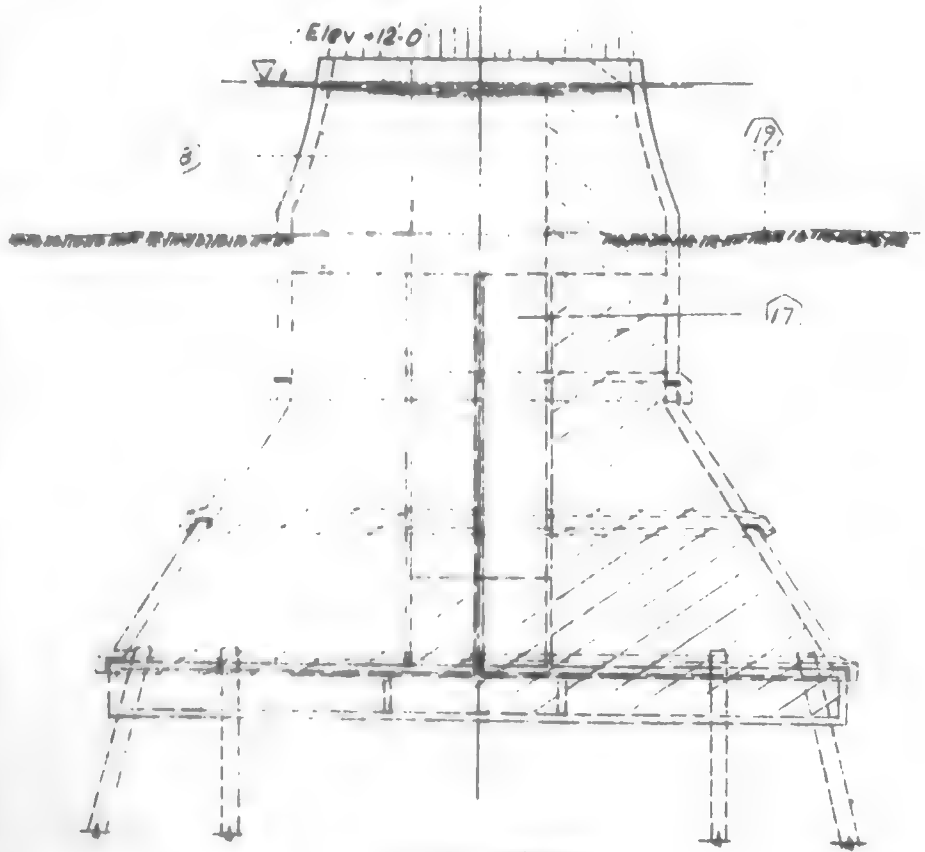
CONSTRUCTION SEQUENCE PRECAST PIER

BY: YPS&PAT
DATE: FEB.16,78 SHEET 4 OF 8


Segment 3 or 4
Corrugated Surface (Typ.)
Segment 3 (Piers 15, 17, 18 & 20)
6" max.
Segment 2
Segment 1
Corrugated Surface (Typ.)

TYPICAL JOINT DETAIL

Joints will be sealed to prevent leaching of cement.



ELEVATION

STAGE-6
⑯ Ro
at othe
⑰ Do
⑱ P
elev
⑲ Bo

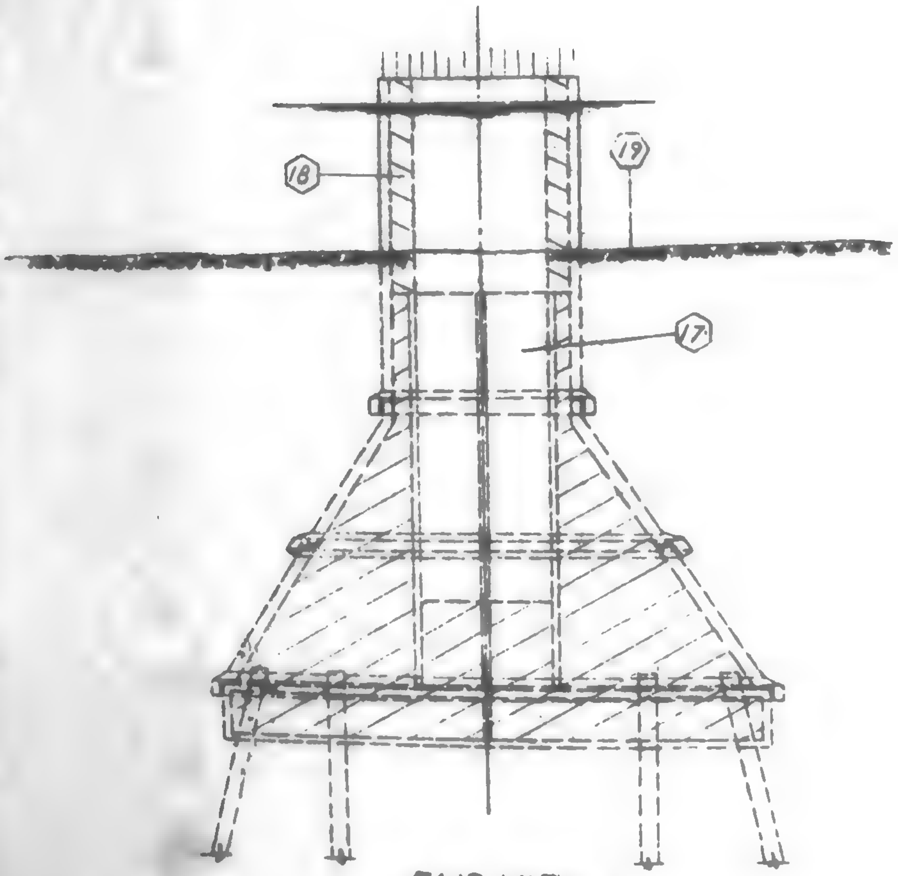
STAGE-6

⑯ Remove support frame and reuse at other piers

⑰ Dewater to elev. -18'

⑱ Pour cast-in place concrete to elev +16

⑲ Backfill and place final riprap blanket.



END VIEW

V·H

I-205 COLUM[illegible] RIVER B

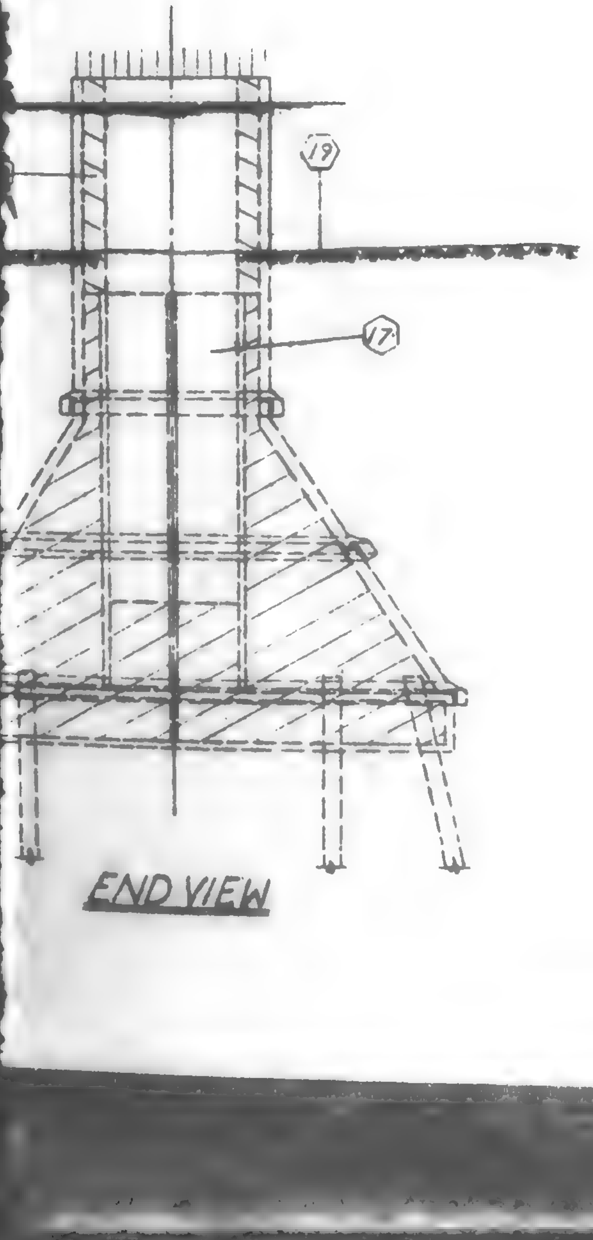
CONSTRUCTION S

BY: YPQ & PAT
DATE: Feb 12 79

ove support frame and reuse
piers
ater to elev. -15's

cast-in place concrete to

ill and place final riprap blanket.



END VIEW

V-H

I-205 COLUMBIA RIVER BRIDGE

CONSTRUCTION SEQUENCE PRECAST PIER

BY: YPG & PAT
DATE: Feb 12, 75
SHEET 6 OF 6

III
COST DATA

COST DATA

SUMMARY OF PRELIMINARY ESTIMATE

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

Alternate	Superstructure Type	Substructure Type	200' Span Series
I(A)	C.I.P. Posttensioned Concrete Box Girder	Poured in Place	$ 28,362,800
I(B)	-do-	Precast Shell	$ 27,602,900
II(A)	Precast Segmental and C.I.P. Posttensioned Concrete Box Girder	Poured in Place	$ 33,063,700
II(B)	-do-	Precast Shell	$ 32,858,400

Cost rates based on 3rd quarter 1975

COST DATA

SUMMARY OF PRELIMINARY ESTIMATE

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

erstructure Type	Substructure Type	200' Span Series	240' Span Series
.P. Posttensioned crete Box Girder	Poured in Place	$ 28,362,800	$ 30,030,000
-do-	Precast Shell	$ 27,602,900	$ 28,948,000
ecast Segmental C.I.P. Postten- oned Concrete Box der	Poured in Place	$ 33,063,700	$ 34,462,000
-do-	Precast Shell	$ 32,858,400	$ 33,477,000

based on 3rd quarter 1975

PRELIMINARY ESTIMATE SHEET VI-B

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

Description: Alternate I(A)
Super Structure Type: C.I.P. Posttensioned Concrete Box Girder
Sub Structure Type: Poured in Place

Estimate From Drawing Nos:
Calculation Book No. 1596 Loading HS20-44 and Military

ITEMS	UNIT	QUANTITIES			COST IN DOLLARS	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization at 8%	*All*	-	-	-	-	1,751,000
Shoring, Cribbing, etc.	*All*	-	-	-	-	1,680,000
Structural Excavation (in water)	*Cu.Yd.*	14,000	-	14,000	8	112,000
Structural Excavation (on land)	*Cu.Yd.*	5,400	-	5,400	8	43,200
Channel Excavation	*Cu.Yd.*	98,500	-	98,500	4	394,000
Riprap Excavation	*Cu.Yd.*	114,700	-	114,700	4	458,800
Bedding Material	*Cu.Yd.*	-	-	-	-	-
Steel Piling (No. 872-W14 x 150)	*Lin.Ft.*	85,200	-	85,200	16	1,363,200
Steel Piling (No. 424-W14 x 89)	*Lin.Ft.*	42,500	-	42,500	15	637,500
Furnish Pile Driving Equipment	*All*	-	-	-	-	25,000
Drive Steel Piling (W14 x 150)	*Lin.Ft.*	85,200	-	85,200	2.5	213,000
Drive Steel Piling (W14 x 89)	*Lin.Ft.*	42,500	-	42,500	2	85,000
Structural Concrete Class A	*Cu.Yd.*	15,500 @ $130	44,650 @ $150	60,150	-	8,712,500
Seal Concrete	*Cu.Yd.*	5,360	-	5,360	60	321,600
Precast Shell Concrete	*Cu.Yd.*	-	-	-	-	-
Tremie Concrete	*Cu.Yd.*	-	-	-	-	-
Concrete in Bicycle Path	*Cu.Yd.*	-	530	530	150	79,500
Concrete in Parapct Rail	*Cu.Yd.*	-	-	-	-	-
Metal Reinforcement	*Tons*	1,550	4,465	6,015	800	4,812,000
Metal Reinforcement in Bicycle Path	*Tons*	-	31	31	800	24,800
Prestressing Steel	*Tons*	-	1,665	1,665	1500	2,497,500
Rail # Bicycle Path	*Lin.Ft.*	-	5,800	5,880	15	87,000
Riprap	*Cu.Yd.*	17,400	-	17,400	2	34,800
Slope Paving (incl. preparation)	*Sq.Yd.*	1,350	-	1,350	15	20,250
Slope Paving Curb	*Lin.Ft.*	200	-	200	7	1,400
Drain Pipe 6" dia	*Lin.Ft.*	-	400	400	5	2,000
Berm Paving	*Sq.Yd.*	675	-	675	8	5,400
R.C. End Panels	*Sq.Yd.*	-	800	800	45	36,000
Expansion Jts.	*Lin.Ft.*	-	1,370	1,370	150	205,500
Electric Conduit 4" dia	*Lin.Ft.*	-	6,550	6,550	5	32,750
Membrane Waterproofing + A.C.	*Sq.Yd.*	-	-	-	-	-

Subtotal 23,635,700
Plus 20 *Percent for Engineering & Contingencies* 4,727,100

TOTAL COST $ 28,362,800

KAK

Cost rates based on 3rd quarter 1975

PRELIMINARY ESTIMATE SHEET

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

Description: Alternate I(B)
Super Structure Type: C.I.P. Posttensioned Concrete Box Girder
Sub Structure Type: Precast Shell

Estimate From Drawing Nos:
Calculation Book No. 1596 Loading HS20-44 and Military

ITEMS	UNIT	QUANTITIES			COST IN DOLLARS	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization at 8%	*All*	-	-	-	-	1,704,000
Shoring, Cribbing, etc.	*All*	-	-	-	-	11,000
Structural Excavation (in water)	*Cu.Yd.*	35,500	-	35,500	8	284,000
Structural Excavation (on land)	*Cu.Yd.*	9,500	-	9,500	8	76,000
Channel Excavation	*Cu.Yd.*	98,500	-	98,500	4	394,000
Riprap Excavation	*Cu.Yd.*	104,000	-	104,000	4	416,000
Bedding Material	*Cu.Yd.*	2,850	-	2,850	10	28,500
Steel Piling (No. 1032-W14x150)	*Lin.Ft.*	100,100	-	100,100	16	1,601,600
Steel Piling (No. 448-W14x89)	*Lin.Ft.*	45,100	-	45,100	15	676,500
Furnish Pile Driving Equipment	*All*	-	-	-	-	25,000
Drive Steel Piling (W14x150)	*Lin.Ft.*	100,100	-	100,100	2.5	250,250
Drive Steel Piling (W14x89)	*Lin.Ft.*	45,100	-	45,100	2	90,200
Structural Concrete Class A	*Cu.Yd.*	11,100	44,650	55,750	-	8,140,500
		@ $130	@ $150			
Seal Concrete	*Cu.Yd.*	-	-	-	-	-
Precast Shell Concrete	*Cu.Yd.*	2,140	-	2,140	200	428,000
Tremie Concrete	*Cu.Yd.*	15,500	-	15,500	60	930,000
Concrete in Bicycle Path	*Cu.Yd.*	-	530	530	150	79,500
Concrete in Parapet Rail	*Cu.Yd.*	-	-	-	-	-
Metal Reinforcement	*Tons*	1,685	4,465	6,150	800	4,920,000
Metal Reinforcement in Bicycle Path	*Tons*	-	31	31	800	24,800
Prestressing Steel	*Tons*	-	1,665	1,665	1500	2,497,500
Rail # Bicycle Path	*Lin.Ft.*	-	5,800	5,800	15	87,000
Riprap	*Cu.Yd.*	17,400	-	17,400	2	34,800
Slope Paving (incl. preparation)	*Sq.Yd.*	1,350	-	1,350	15	20,250
Slope Paving Curb	*Lin.Ft.*	200	-	200	7	1,400
Drain Pipe 6" dia	*Lin.Ft.*	-	400	400	5	2,000
Berm Paving	*Sq.Yd.*	675	-	675	8	5,400
R.C. End Panels	*Sq.Yd.*	-	800	800	45	36,000
Expansion Jts.	*Lin.Ft.*	-	1,370	1,370	150	205,500
Electric Conduit 4" dia	*Lin.Ft.*	-	6,550	6,550	5	32,750
Membrane Waterproofing + A.C.	*Sq.Yd.*	-	-	-	-	-

Subtotal 23,002,450

Plus 20 *Percent for Engineering & Contingencies* 4,600,450

TOTAL COST $ 27,602,900

KAK

Cost rates based on 3rd quarter 1975

VI-B

PRELIMINARY ESTIMATE SHEET

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

Description: Alternate II(A)
Super Structure Type: Precast Segmental and C.I.P. Postten. Conc. Box Girder
Sub Structure Type: Poured in Place

Estimate From Drawing Nos:
Calculation Book No. 1596 Loading HS20-44 and Military

ITEMS	UNIT	QUANTITIES			COST IN DOLLARS	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization at 8%	*All*	-	-	-	-	2,041,000
Shoring, Cribbing, etc.	*All*	-	-	-	-	1,524,000
Structural Excavation (in water)	*Cu.Yd.*	12,200	-	12,200	8	97,600
Structural Excavation (on land)	*Cu.Yd.*	4,400	-	4,400	8	35,200
Channel Excavation	*Cu.Yd.*	98,500	-	98,500	4	394,000
Riprap Excavation	*Cu.Yd.*	104,000	-	104,000	4	416,000
Bedding Material	*Cu.Yd.*	-	-	-	-	-
Steel Piling (No. 768-W14x150*)*	*Lin.Ft.*	75,500	-	75,500	16	1,208,000
Steel Piling (No. 416-W14x89*)*	*Lin.Ft.*	41,700	-	41,700	15	625,500
Furnish Pile Driving Equipment	*All*	-	-	-	-	25,000
Drive Steel Piling (W14x150)	*Lin.Ft.*	75,500	-	75,500	2.5	188,750
Drive Steel Piling (W14x89)	*Lin.Ft.*	44,200	-	44,200	2	88,400
Structural Concrete Class A	*Cu.Yd.*	15,000 @ $130	43,700 PCC @ $175 10,100 CIP @ $150	68,800	-	11,112,500
Seal Concrete	*Cu.Yd.*	4,720	-	4,720	60	283,200
Precast Shell Concrete	*Cu.Yd.*	-	-	-	-	-
Tremie Concrete	*Cu.Yd.*	-	-	-	-	-
Concrete in Bicycle Path	*Cu.Yd.*	-	530	530	150	79,500
Concrete in Parapct Rail	*Cu.Yd.*	-	1,000	1,000	150	150,000
Metal Reinforcement	*Tons*	1,500	5,300	6,800	800	5,440,000
Metal Reinforcement in Bicycle Path	*Tons*	-	31	31	800	24,800
Prestressing Steel	*Tons*	-	2,000	2,000	1500	3,000,000
Rail # Bicycle Path	*Lin.Ft.*	-	5,800	5,800	15	87,000
Riprap	*Cu.Yd.*	17,400	-	17,400	2	34,800
Slope Paving (incl. preparation)	*Sq.Yd.*	1,350	-	1,350	15	20,250
Slope Paving Curb	*Lin.Ft.*	200	-	200	7	1,400
Drain Pipe 6" dia	*Lin.Ft.*	-	400	400	5	2,000
Berm Paving	*Sq.Yd.*	675	-	675	8	5,400
R.C. End Panels	*Sq.Yd.*	-	800	800	45	36,000
Expansion Jts.	*Lin.Ft.*	-	1,000	1,000	150	150,000
Electric Conduit 4" dia	*Lin.Ft.*	-	6,550	6.550	5	32,750
Membrane Waterproofing + A.C.	*Sq.Yd.*		50.000	50.000	9	450,000

Subtotal 27,553,050
Plus 20 *Percent for Engineering & Contingencies* 5,510,650

TOTAL COST $ 33,063,700

KAK

Cost rates based on 3rd quarter 1975

PRELIMINARY ESTIMATE SHEET

I-205 COLUMBIA RIVER SOUTH CHANNEL BRIDGE
Multnomah County, Bridge No. 16188
September 1975

Description: Alternate II(B)
Super Structure Type: Precast Segmental and CIP Post Ten., Conc. Box Girder
Sub Structure Type: Precast Shell

Estimate From Drawing Nos:
Calculation Book No. 1596 Loading HS20-44 and Military

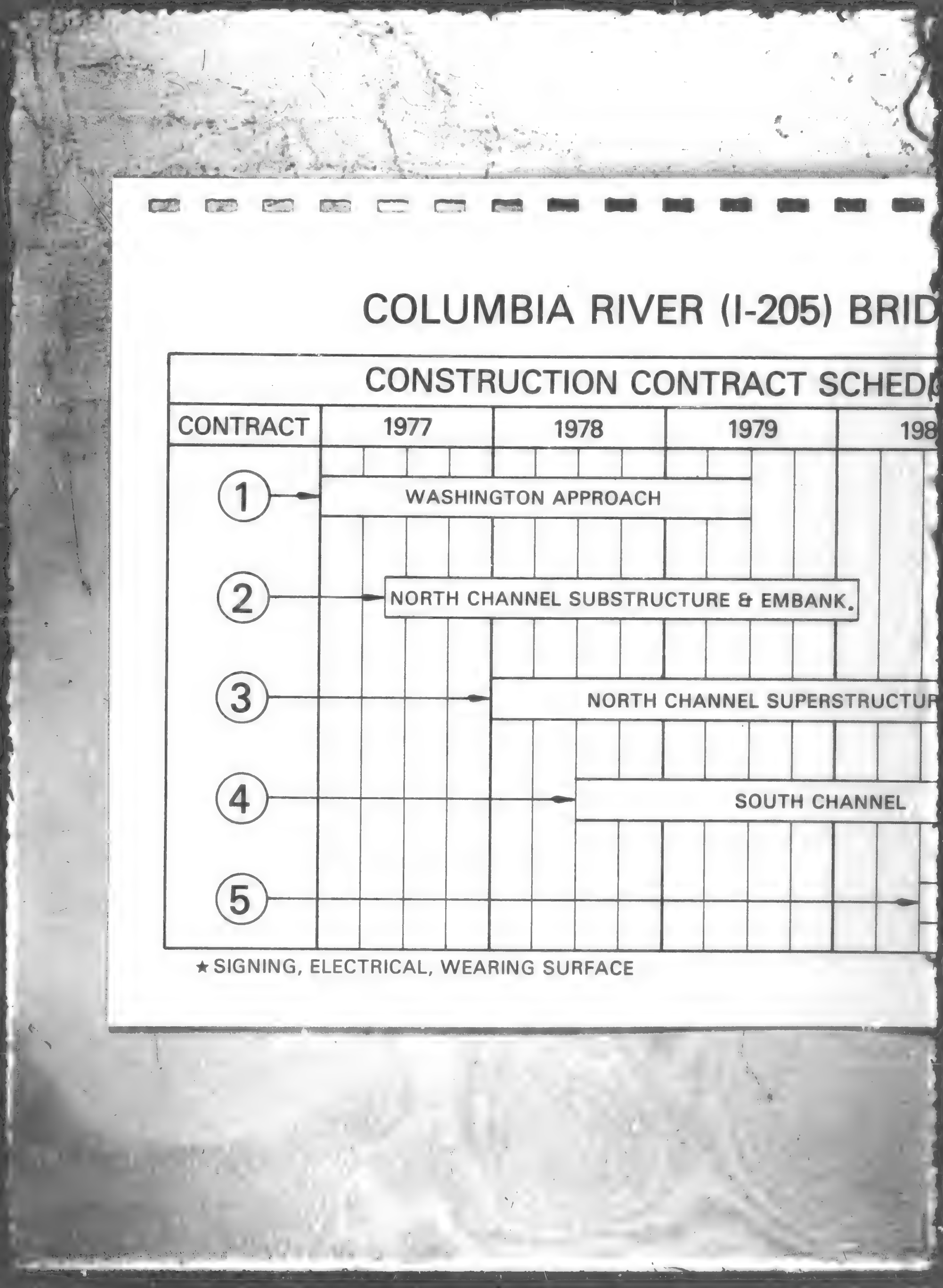
ITEMS	UNIT	QUANTITIES			COST IN DOLLARS	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization at 8%	*All*	-	-	-	-	2,028,000
Shoring, Cribbing, etc.	*All*	-	-	-	-	11,000
Structural Excavation (in water)	*Cu.Yd.*	35,500	-	35,500	8	284,000
Structural Excavation (on land)	*Cu.Yd.*	9,400	-	9,400	8	75,200
Channel Excavation	*Cu.Yd.*	98,500	-	98,500	4	394,000
Riprap Excavation	*Cu.Yd.*	104,000	-	104,000	4	416,000
Bedding Material	*Cu.Yd.*	2,850	-	2,850	10	28,500
Steel Piling (No. 968-W14x150)	*Lin.Ft.*	94,100	-	94,100	16	1,505,600
Steel Piling (No. 440-W14x89)	*Lin.Ft.*	44,200	-	44,200	15	663,000
Furnish Pile Driving Equipment	*All*	-	-	-	-	25,000
Drive Steel Piling (W14x150)	*Lin.Ft.*	94,100	-	94,100	2.5	235,250
Drive Steel Piling (W14x89)	*Lin.Ft.*	44,200	-	44,200	2	88,400
Structural Concrete Class A	*Cu.Yd.*	11,120	43,700PCC	64,920	-	10,608,100
		@ $130	@ $175 10,100 CIP @ $150			
Seal Concrete	*Cu.Yd.*	-	-	-	-	-
Precast Shell Concrete	*Cu.Yd.*	2,140	-	2,140	200	428,000
Tremie Concrete	*Cu.Yd.*	15,500	-	15,500	60	930,000
Concrete in Bicycle Path	*Cu.Yd.*	-	530	530	150	79,500
Concrete in Parapet Rail	*Cu.Yd.*	-	1,000	1,000	150	150,000
Metal Reinforcement	*Tons*	1,685	5,300	6,985	800	5,588,000
Metal Reinforcement in Bicycle Path	*Tons*	-	31	31	800	24,800
Prestressing Steel	*Tons*	-	2,000	2,000	1500	3,000,000
Rail # Bicycle Path	*Lin.Ft.*	-	5,800	5,800	15	87,000
Riprap	*Cu.Yd.*	17,400	-	17,400	2	34,800
Slope Paving (incl. preparation)	*Sq.Yd.*	1,350	-	1,350	15	20,250
Slope Paving Curb	*Lin.Ft.*	200	-	200	7	1,400
Drain Pipe 6" dia	*Lin.Ft.*	-	400	400	5	2,000
Berm Paving	*Sq.Yd.*	675	-	675	8	5,400
R.C. End Panels	*Sq.Yd.*	-	800	800	45	36,000
Expansion Jts.	*Lin.Ft.*	-	1,000	1,000	150	150,000
Electric Conduit 4" dia	*Lin.Ft.*	-	6,550	6,550	5	32,750
Membrane Waterproofing + A.C.	*Sq.Yd.*	-	50,000	50,000	9	450,000

Subtotal 27,381,950
Plus 20 *Percent for Engineering & Contingencies* 5,476,450
TOTAL COST $ 32,858,400

KAK

Cost rates based on 3rd quarter 1975

CONSTRUCTION CONTRACT [illegible]

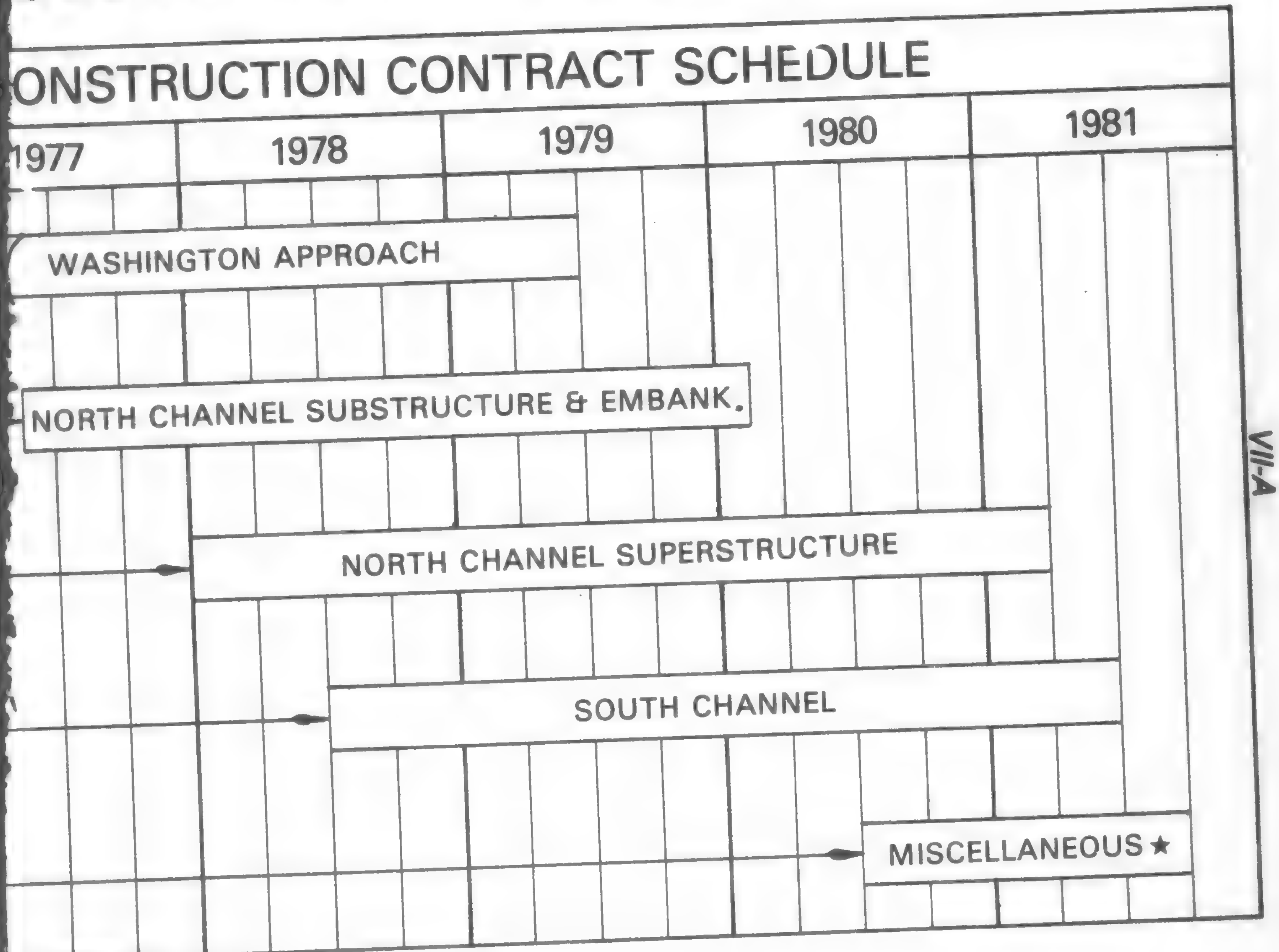


COLUMBIA RIVER (I-205) BRID

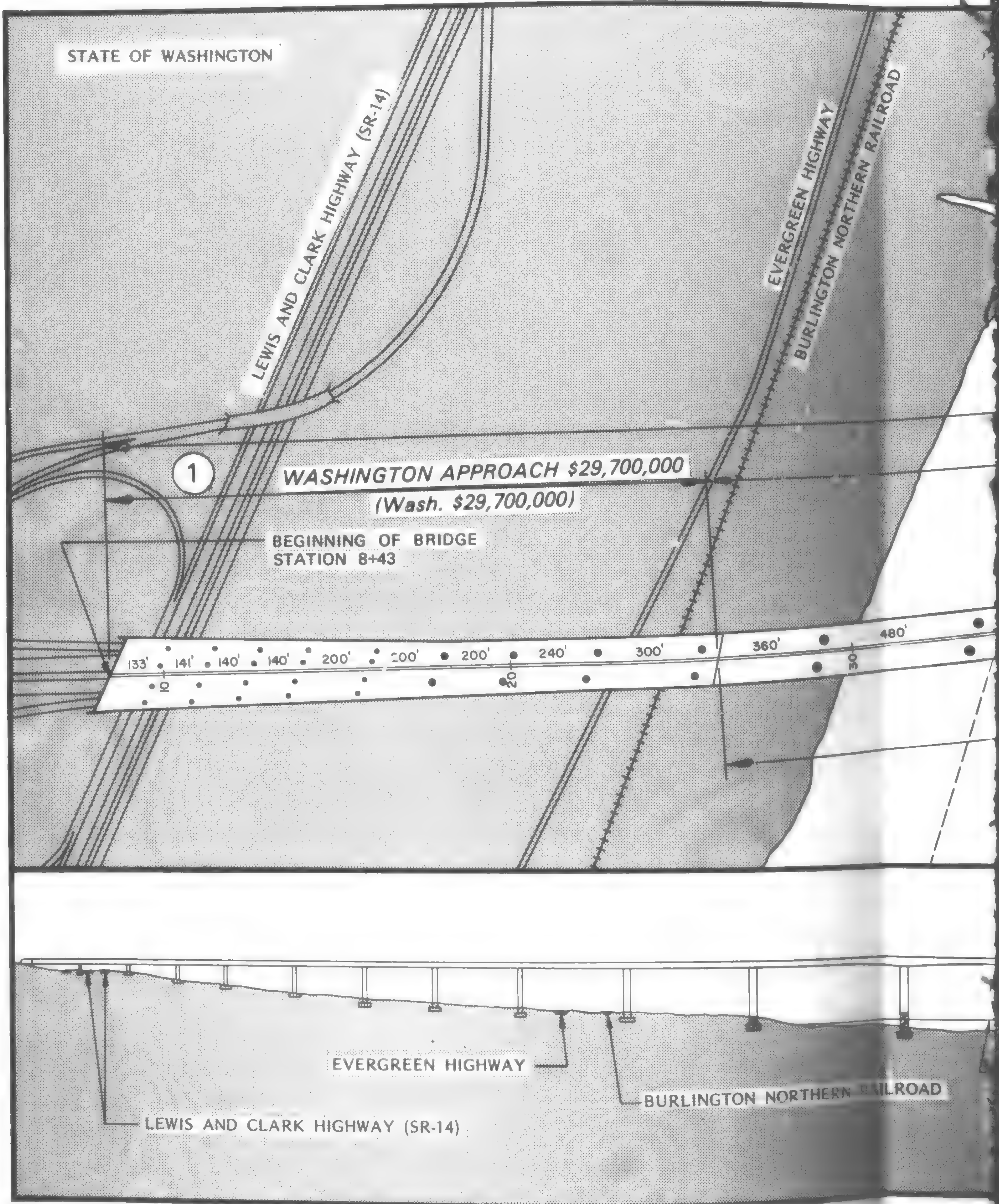
CONSTRUCTION CONTRACT SCHED

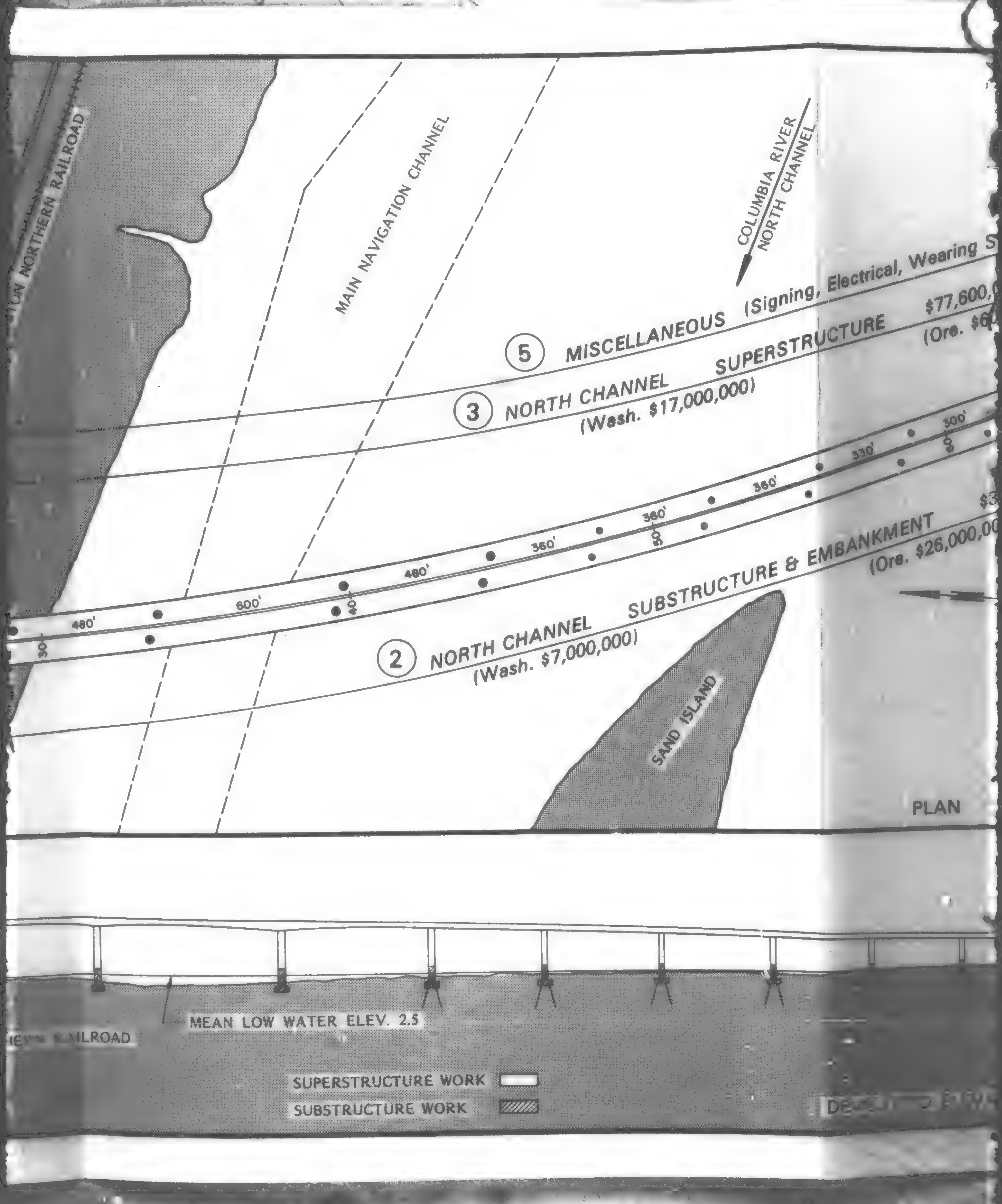
★SIGNING, ELECTRICAL, WEARING SURFACE

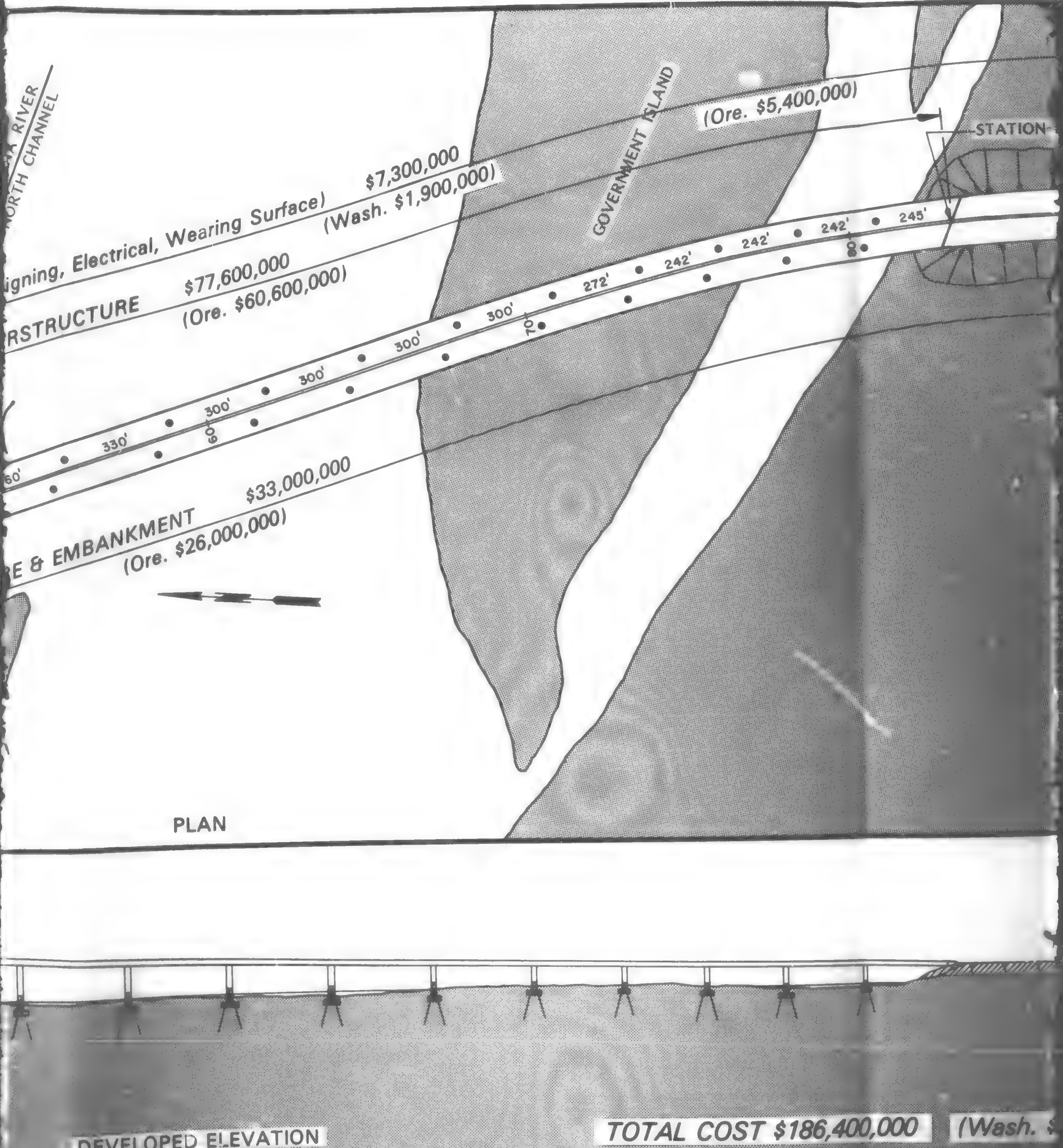
OLUMBIA RIVER (I-205) BRIDGE

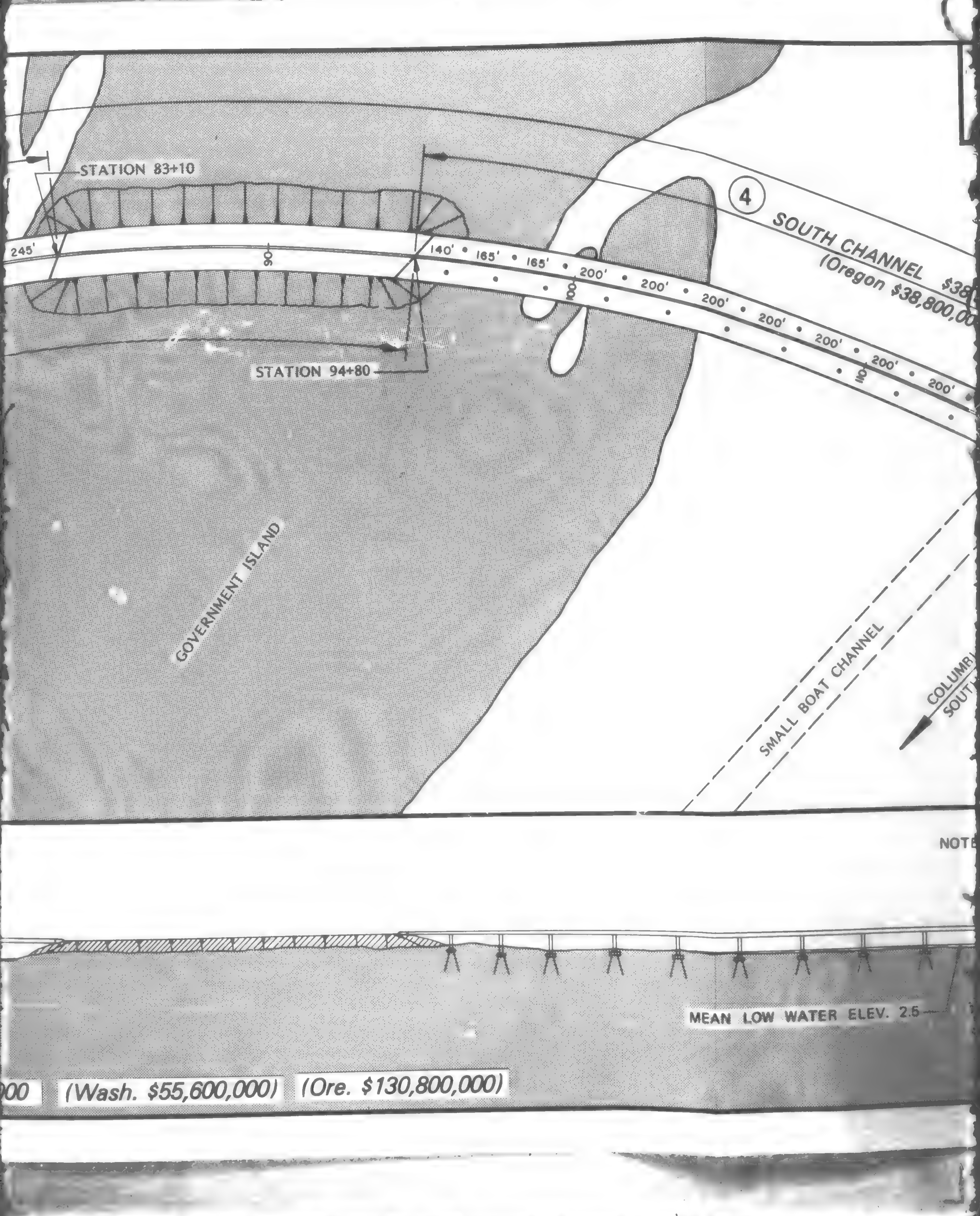

ONSTRUCTION CONTRACT SCHEDULE

TRICAL, WEARING SURFACE


STATE OF WASHINGTON
LEWIS AND CLARK HIGHWAY (SR-14)
EVERGREEN HIGHWAY
BURLINGTON NORTHERN RAILROAD
①
WASHINGTON APPROACH $29,700,000
(Wash. $29,700,000)
BEGINNING OF BRIDGE
STATION 8+43
133'
141'
140'
140'
200'
200'
200'
240'
300'
360'
480'
10
20
30
EVERGREEN HIGHWAY
BURLINGTON NORTHERN RAILROAD
LEWIS AND CLARK HIGHWAY (SR-14)

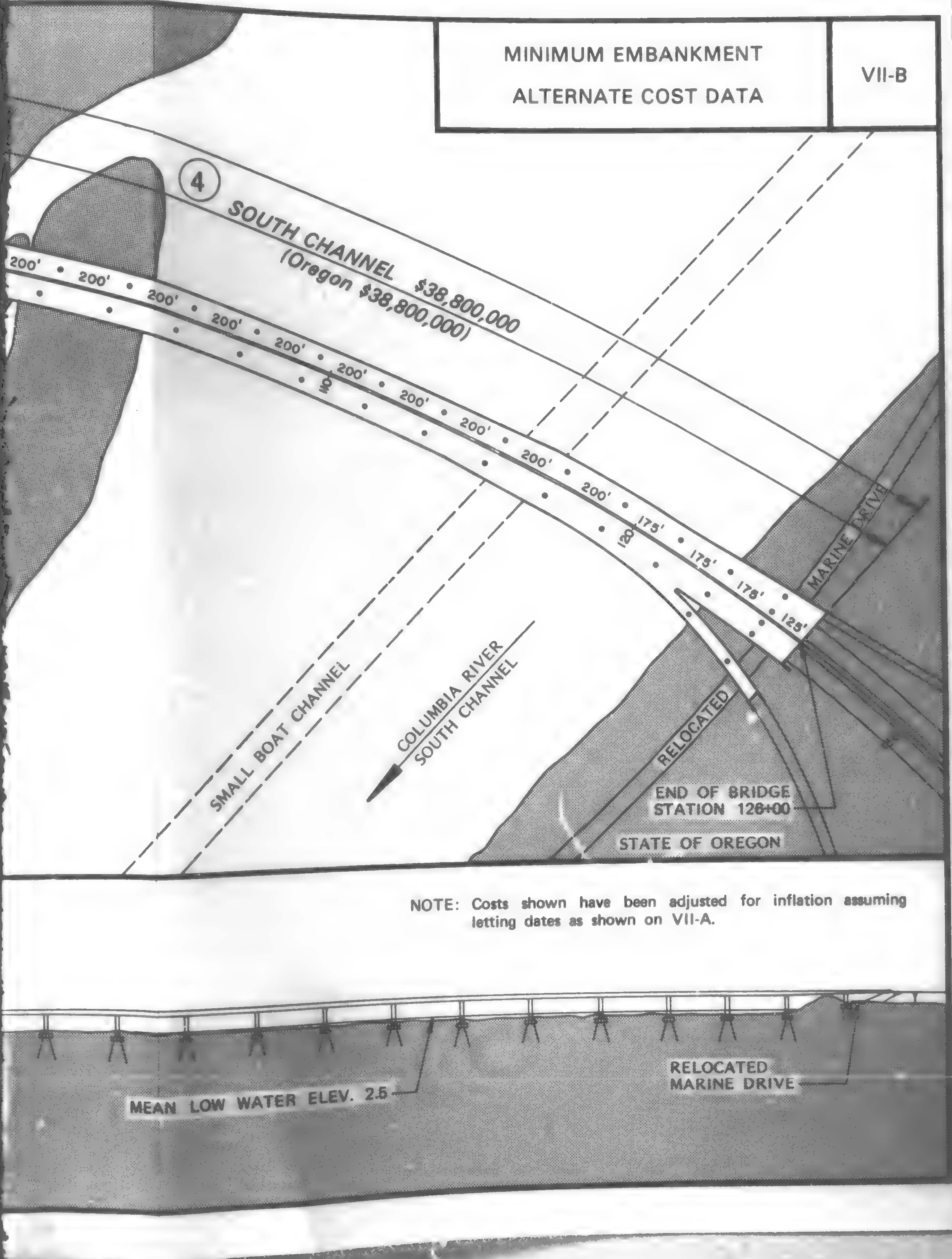

NORTHERN RAILROAD
MAIN NAVIGATION CHANNEL
COLUMBIA RIVER
NORTH CHANNEL
5 MISCELLANEOUS (Signing, Electrical, Wearing S
3 NORTH CHANNEL SUPERSTRUCTURE $77,600,0
(Wash. $17,000,000)
(Ore. $6
480'
600'
480'
360'
360'
360'
330'
300'
30
40
50
60
2 NORTH CHANNEL SUBSTRUCTURE & EMBANKMENT $3
(Wash. $7,000,000)
(Ore. $26,000,00
SAND ISLAND
PLAN
MEAN LOW WATER ELEV. 2.5
HERN RAILROAD
SUPERSTRUCTURE WORK
SUBSTRUCTURE WORK


RIVER
NORTH CHANNEL
GOVERNMENT ISLAND
(Ore. $5,400,000)
STATION
igning, Electrical, Wearing Surface) $7,300,000
(Wash. $1,900,000)
RSTRUCTURE $77,600,000
(Ore. $60,600,000)
60'
330'
300'
300'
300'
300'
272'
242'
242'
242'
245'
60
70
80
E & EMBANKMENT $33,000,000
(Ore. $26,000,000)
PLAN
DEVELOPED ELEVATION
TOTAL COST $186,400,000
(Wash.


STATION 83+10
245'
140'
165'
165'
200'
200'
200'
200'
200'
200'
200'
④
SOUTH CHANNEL $38
(Oregon $38,800,00
STATION 94+80
GOVERNMENT ISLAND
SMALL BOAT CHANNEL
COLUMB
SOUT
NOTE
MEAN LOW WATER ELEV. 2.5
000
(Wash. $55,600,000)
(Ore. $130,800,000)

MINIMUM EMBANKMENT
ALTERNATE COST DATA

VII-B


4
SOUTH CHANNEL $38,800,000
(Oregon $38,800,000)
200'
175'
125'
120
MARINE DRIVE
RELOCATED
SMALL BOAT CHANNEL
COLUMBIA RIVER
SOUTH CHANNEL
END OF BRIDGE
STATION 126+00
STATE OF OREGON
MEAN LOW WATER ELEV. 2.5
RELOCATED
MARINE DRIVE

NOTE: Costs shown have been adjusted for inflation assuming letting dates as shown on VII-A.

[illegible]

[illegible] HYDRAULIC STUDY

VIII COLUMBIA RIVER SOUTH CHANNEL BRIDGE
SUMMARY OF HYDRAULIC STUDIES

The East Portland Freeway crosses the South Channel of the Columbia River near the westerly end of Government Island as shown in Figure I-1. Information presented here is a summary of "Supplemental Studies to Preliminary Design Report", dated July, 1971, by Sverdrup & Parcel and Associates, Inc., and "Hydraulic Studies, I-205 Columbia River Bridge", dated February 14, 1974, for Sverdrup & Parcel and Associates, Inc., by Bauer Engineering, Inc.

Three construction alternatives were examined: Alternative 1, an all-pier construction; Alternative 2, a minimum earth-filled embankment construction; and Alternative 3, a maximum earth-filled embankment construction. All three alternates were found to be acceptable on the basis of hydraulics. Construction alternatives are shown in Figures III-2, III-4 and III-6 respectively.

EARTH-FILLED EMBANKMENT

Construction materials of the earth-filled embankment would most likely be dredged from the bottom of the river. The total volume of earthwork required for the embankment construction is estimated to be one million cubic yards for the Alternative 2 and two and a half million cubic yards for Alternative 3. If all the materials are dredged from the bottom of the river extending one-half mile each downstream and upstream of the proposed bridge, the average depth of dredging will not exceed one foot for Alternative 2 and is estimated to be slightly more than two feet for Alternative 3.

NOTE: The alternates described in the following consultant's studies involve a higher grade line and flatter fill slopes than the design which has been selected by the State. The fill quantities quoted by the consultant are therefore considerably greater than that of the proposed project.

The results of a stability analysis of the embankment indicate a safe design with a side slope of 4 to 1. For protection against destructive wave action, armor stone should be dump-placed at the side slope of the embankment as presented below and shown in Figure IV-5.

Results of Armor Stone Size Analysis

Slope Embankment	Stone Size Required	Thickness Required
2.5 to 1	8"	18"
3.0 to 1	7"	15"
4.0 to 1	6"	12"

The desirable thickness of the filter zone would be 12 inches, regardless of the slope of the embankment. Filter material between 3/16" to 3" in well-graded sizes is also desirable.

POTENTIAL IMPACTS

1. Flood Stage

Since the proposed bridge would not block a significant amount of floodway, there would be no noticeable backwater effect on the floodplain for either the Alternative 1 or Alternative 2 bridge construction. The backwater effect on the floodplain would be slightly noticeable immediately upstream of the proposed bridge under the Alternative 3 bridge construction. The amount of back-up is computed to be on the order of 0.11 to 0.37 feet when the flow reaches 225,000 cfs, the equivalent of a 100-year flood. This effect would become less important farther upstream from the proposed bridge and would also decrease when the rate of flow decreases. The results of backup in stage due to the construction of the proposed bridge for all the alternatives are shown below.

*BACK-UP FLOOD STAGE FOR 100-YEAR FLOOD
(225,000 cfs Total Flow)

Alternative	Condition	Stage at Bridge	Stage Back-up at Bridge
1	Ultimate	28.92	0.11
2	Ultimate (Immed.after const.)	28.95 28.95	0.14 0.14
3	Ultimate (Immed.after const.)	29.18 29.17	0.37 0.36

*Approx. Revisions of original report based on Second Ed. BPR publication titled Hydraulics of Bridge Waterways.

2. Velocities

Flow velocity, which depends largely on water surface elevation, is one parameter for determining both scouring potential and suitability of the river for navigational use. As discussed previously, the change in water stage due to the construction of any of the proposed alternatives would not be significant. Consequently, there would be a very slight change in velocity in the upstream and downstream reaches of the proposed bridge. However there would be a change in the flow velocity directly under and in the vicinity of the proposed bridge. The average velocity in the south channel for a 100-year flood would increase from 3.2 ft./sec. to 3.9, 4.0, and 4.8 ft./sec., respectively, for the Alternatives 1, 2 and 3 constructions.

3. Scouring and Sedimentation

a. Upstream Reach

The flow velocity in the upstream reach of the proposed bridge for Alternative 1 would be slightly decreased immediately after construction, and thus lessen the scouring potential in this reach. The riverbed in the upstream reach would then tend to deposit sediment until the new equilibrium had been reached. During this period, the scouring potential would gradually increase until the same level of scouring potential exists as under present conditions.

The flow velocity in the case of Alternative 2 would be decreased slightly more than expected in Alternative 1, due to the dredging of river material in conjunction with embankment construction. Because of the expected average depth of dredging of less than one foot, the decrease in the rate of sediment transportation is insignificant as compared with the total rate of sediment transportation. The riverbed in the borrow pit reach would be filled quite rapidly with sediments transported from upstream. The time required to fill the borrow pit was computed to be six years for the Alternative 2. The riverbed would continue to deposit sediments after the level of existing streambed is reached until the ultimate equilibrium state, similar to that expected in the Alternative 1, is achieved. The time required for the Alternative 2 to reach its new equilibrium state would be much longer than that expected in the Alternative 1.

Alternative 3 embankment is much larger than Alternative 2 with an expected dredging depth of slightly more than 2 feet. The same natural process, as described for the Alternative 2, would be expected. The time required to fill the borrow pit was computed to be eight years. There would be no noticeable increases in the scouring potential or decreases in the sediment transportation after the borrow pit has been filled. Consequently, as in the cases of Alternatives 1 and 2, the Alternative 3 would produce no adverse effect on the reach due to the change in sediment transportation or in the riverbed configuration.

b. Downstream Reach

After construction of Alternative 1, the flow velocity or the scouring potential would remain at the same level as under present conditions. The bottom of the riverbed would be slightly scoured because the rate of sediment transportation from upstream would have decreased. This scouring action would start near the downstream side of the bridge and extend farther downstream. This scouring action would not result in noticeable riverbed changes and would be limited to alluvial deposits occurring at the bottom of the river. Furthermore, this scouring action would be temporary in nature and would continue until the rate of sediment transportation both from the upstream reach and from that leaving the downstream reach arrive at the equilibrium state. When this equilibrium is achieved, the riverbed elevation in the downstream reach would attain the same level as that of the existing channel.

Since parts of the embankment material in Alternatives 2 and 3 would be dredged from the downstream reach, as previously described the deposition of bed material would start immediately after the construction and would continue until the ultimate equilibrium is reached. When the ultimate equilibrium state has been achieved, the riverbed elevation would reach the same level as that of the existing channel.

c. Immediate Vicinity of the Proposed Bridge

As stated previously, the velocity directly under and in the near vicinity of the bridge will increase significantly for all of the alternatives. As a result, local scour around the piers is to be expected and should be considered in the design. Setting the base of each pier well below the estimated scour depth would prevent scour below the footings but would be neither economical nor practical. An alternative solution would be to place a riprap blanket approximately three feet thick in a preformed scour hole five to ten feet below the riverbed. It should be constructed as a rectangle extending out from each side of the pier shaft a distance equal to the anticipated scour depth. This would enable the blanket to intercept scour on a theoretical one-on-one slope to the maximum anticipated depth.

The local scour depth, as shown below, has been estimated for the design flood, based on an extreme high water elevation of +28.0'± using "Scour Around Bridge Piers and Abutments", Iowa HRB Bulletin No. 4, May 1956.

Flow depth (d)	Pier width (b)	Nose form Reduction (k)	d — b	Constants from charts (fig.B-3) F	Depth of Scour* (ds)
45	14	0.9	3.2	2.2	28

*Depth of Scour = (b) (F) (k)

The size of rock can be estimated using the clear water scour theory described in "Scour at Bridge Waterways", Highway Research Board, National Cooperative Highway Research Program, Synthesis of Highway Practice 5, 1970.

Using the clear water scour theory expression:

$$\frac{to'}{tc} = \frac{V^2}{120\, d's^{1/3} D^{2/3}}$$

Where: $\frac{tc'}{tc'}$ = Factor dependent on $\frac{d's}{b}$ & $\frac{d}{b}$

d's = depth of allowable scour
b = pier width
d = depth of flow
D = rock diameter

Rearranging the above equation and using Fig. C-12 along with a very conservative ten feet per second for water velocity, the resulting estimate of rock size is:

$$D = [3.5 \times (10)^2 \cdot 120 \times (45)^{1/3}]^{3/2} = 0.75'$$

It is apparent that rock graded in size from about six inches to twelve inches, to prevent leaching, and placed over the extent of an anticipated scour hole would provide protection from scour at the bridge piers. In addition, footings and seal courses should be set below this riprap blanket in order to prevent their shapes from contributing to local scour.

4. Flooding Cross Current Changes

The cross current over Government Island, which is caused by the water surface difference between the north and south channels, is insignificant under both present conditions and under a very high flood flow, which has a recurrence interval of 100 years.

Under any of the alternatives, the change in cross current over Government Island would not be noticeable because a balance back-up in stages in the south and in the north channel is expected, and the absolute values of the change in stage are insignificant.

5. Division of Flow

The present division of flow between the south and north channels has been adjusted through natural processes and has reached its equilibrium state. As was discussed in a previous section, under any of the alternatives, the construction of the proposed bridge would not cause any significant back-up in stage and would not change the ratio of the resistance of flow between the south and north channels. The results of a mathematical model analysis indicate that the division of flow between the south and north channels would remain the same as that being experienced under present conditions.

6. Sounding in the South Channel

Continuous scouring has occurred in the reach of the south channel due to the constriction of flow along the channel caused by the construction of the existing levees along the Oregon side bank. Obvious changes in the riverbed configuration have been observed from successive surveys made in 1914, 1935, 1941, 1960 and 1967. However, no significant scouring can be seen from the results of soundings obtained in 1960 and 1967. Figure II-1 shows the historical changes of the typical section in the reach of the south at rivermark PEAR. The sounding in the south channel as was discussed in the section "Scour and Sedimentation", would not experience any significant change due to construction of the proposed bridge.

RECOMMENDATIONS

From a hydraulic viewpoint, all three of the proposed alternatives can be constructed in an acceptable manner so as not to create an adverse effect on the Columbia River and its environment. However, Alternative 3 would require considerably more detailed analysis in the design phase than the other two alternatives. The selection of the final alternative to be used should be based on these hydraulic considerations, as well as social, aesthetic and economic concerns.

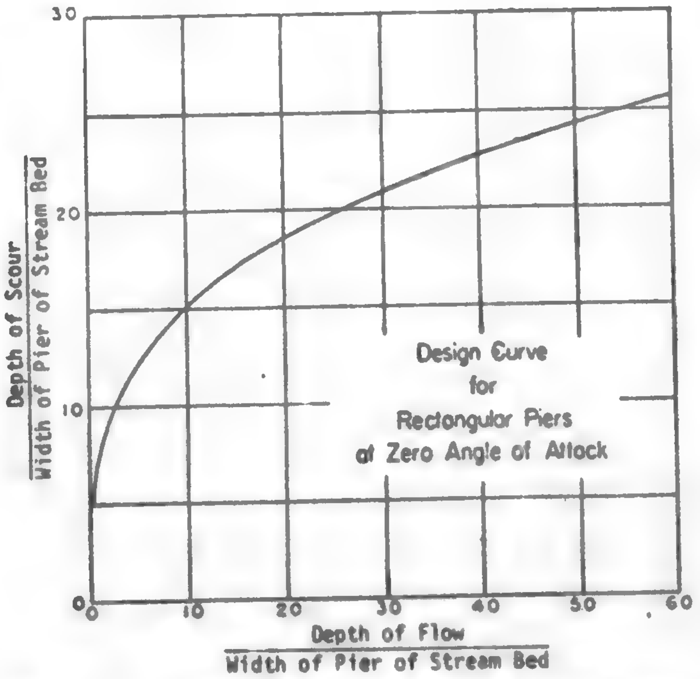


Figure B-3. Laursen's basic design curve for depth of scour.

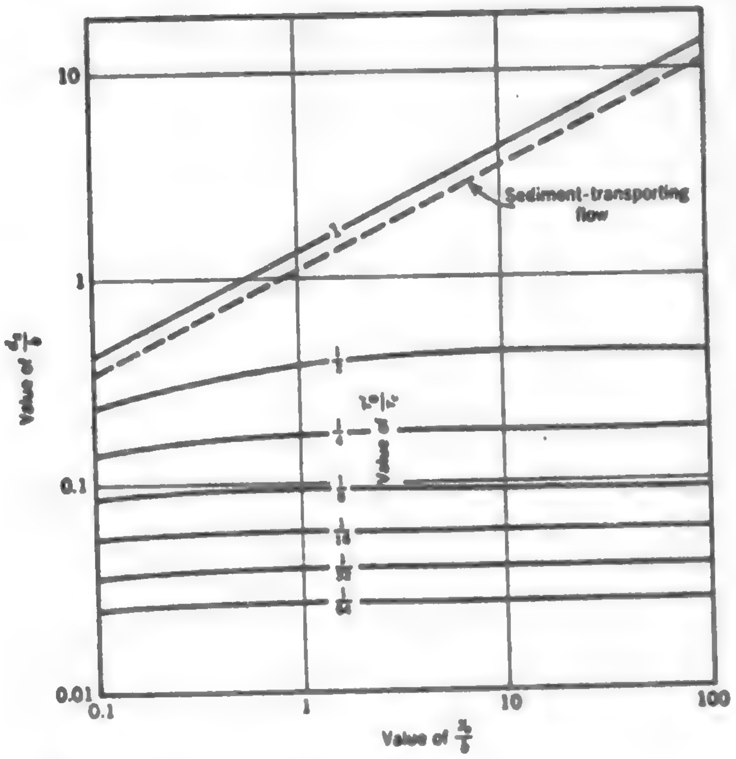
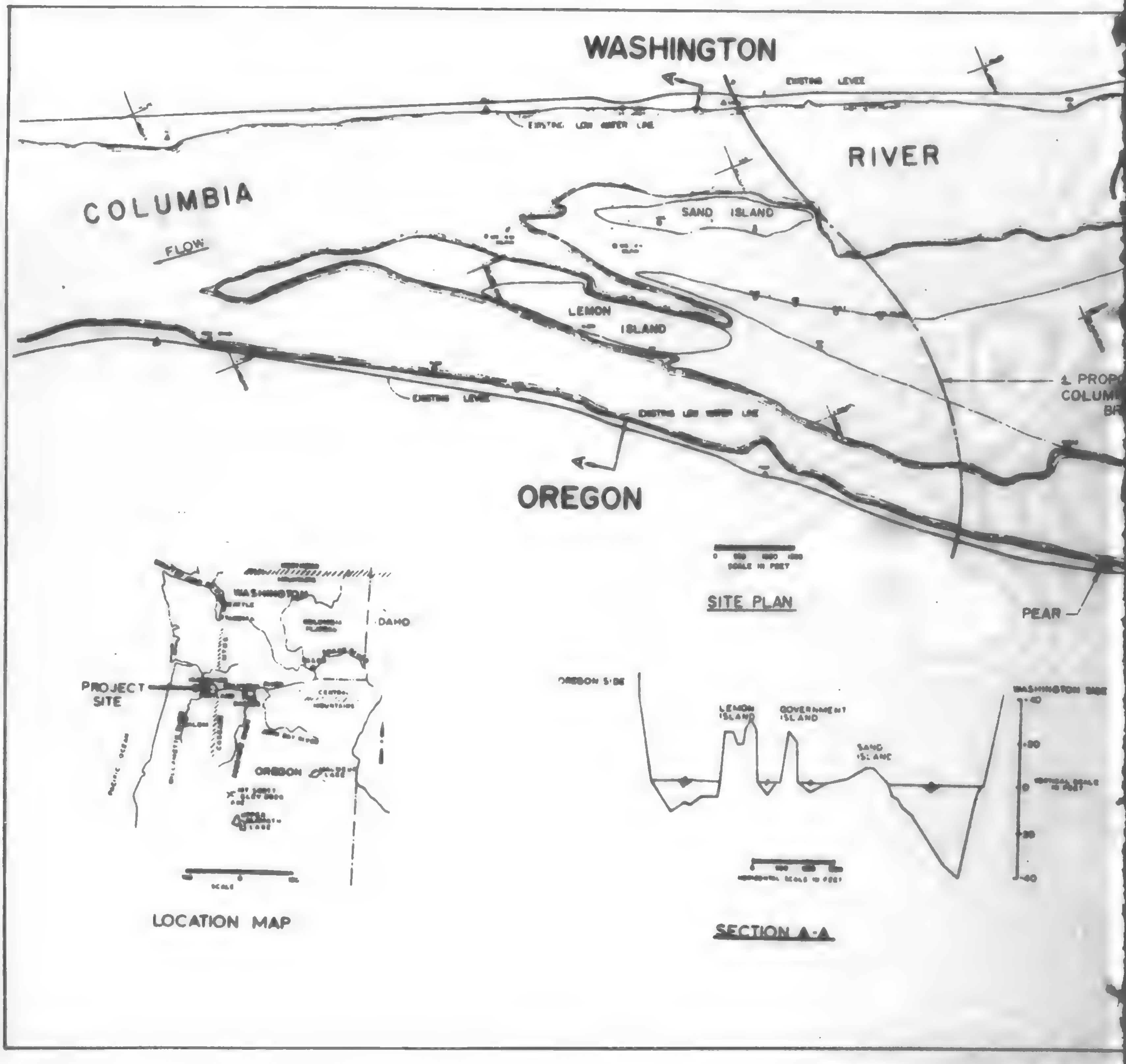
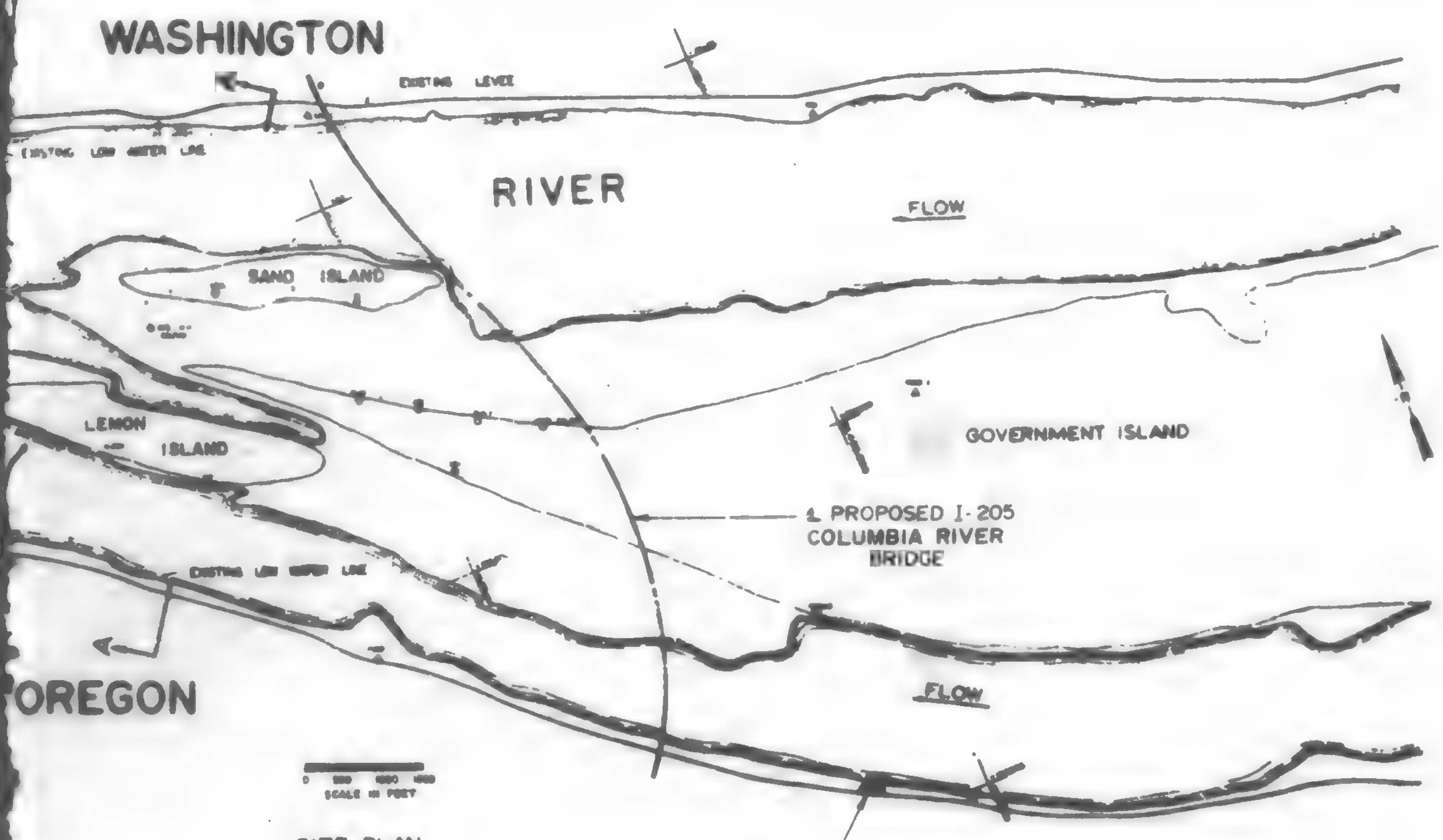
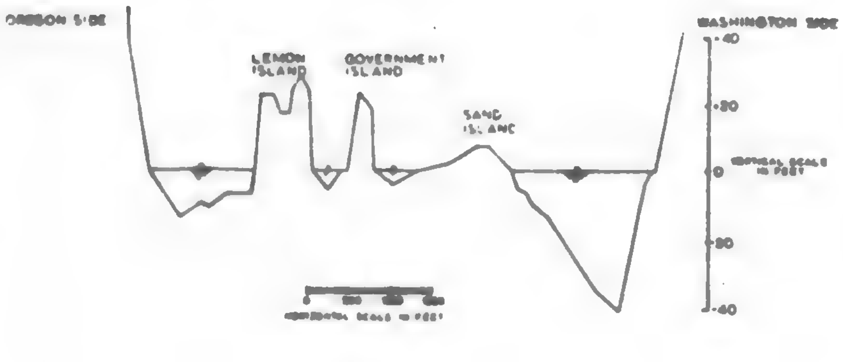


Figure C-12. Clear-water scour at a pier.


WASHINGTON
EXISTING LEVEE
EXISTING LOW WATER LINE
RIVER
COLUMBIA
FLOW
SAND ISLAND
LEMON
ISLAND
℄ PROPO
COLUM
BR
EXISTING LEVEE
EXISTING LOW WATER LINE
OREGON
SCALE IN FEET
SITE PLAN
PEAR
WASHINGTON
IDAHO
PROJECT SITE
OREGON
PACIFIC OCEAN
SCALE
LOCATION MAP
OREGON SIDE
LEMON ISLAND
GOVERNMENT ISLAND
SAND ISLAND
WASHINGTON SIDE
VERTICAL SCALE IN FEET
HORIZONTAL SCALE IN FEET
SECTION A-A


WASHINGTON
EXISTING LEVEE
EXISTING LOW WATER LINE
RIVER
FLOW
SAND ISLAND
LEMON ISLAND
GOVERNMENT ISLAND
℄ PROPOSED I-205
COLUMBIA RIVER
BRIDGE
EXISTING LOW WATER LINE
OREGON
FLOW
SCALE IN FEET
PEAR

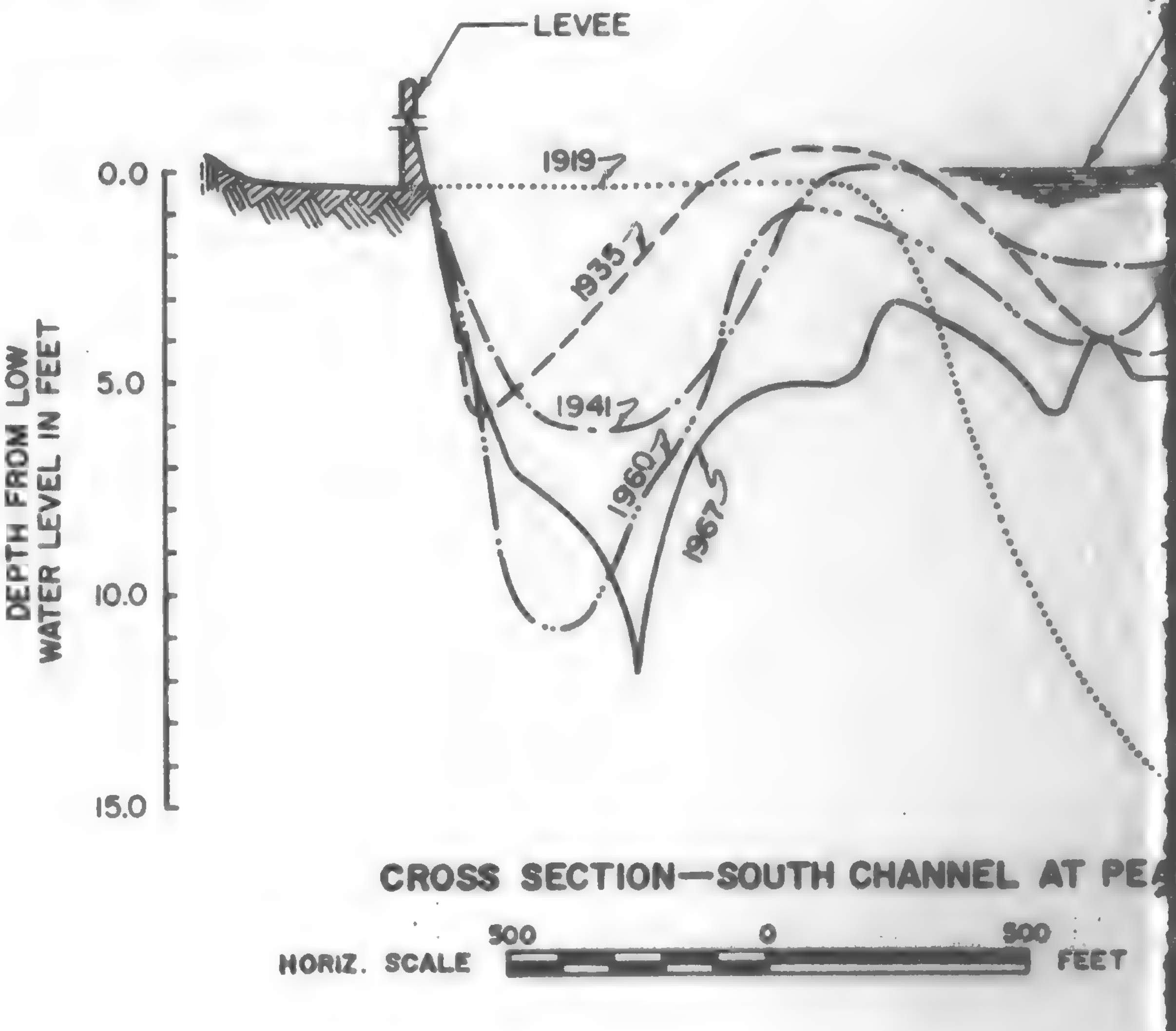
SITE PLAN


OREGON SIDE
LEMON ISLAND
GOVERNMENT ISLAND
SAND ISLAND
WASHINGTON SIDE
40
20
0
20
40
VERTICAL SCALE IN FEET
HORIZONTAL SCALE IN FEET

SECTION A-A

FIGURE I—1
LOCATION MAP AND SITE PLAN

NOTE : LEVEE ALONG SOUTH SHORE
WAS BUILT BEFORE 1935



CROSS SECTION—SOUTH CHANNEL AT PEA

FIGURE II-1
HISTORICAL CHANG
SOUTH CHANNEL A

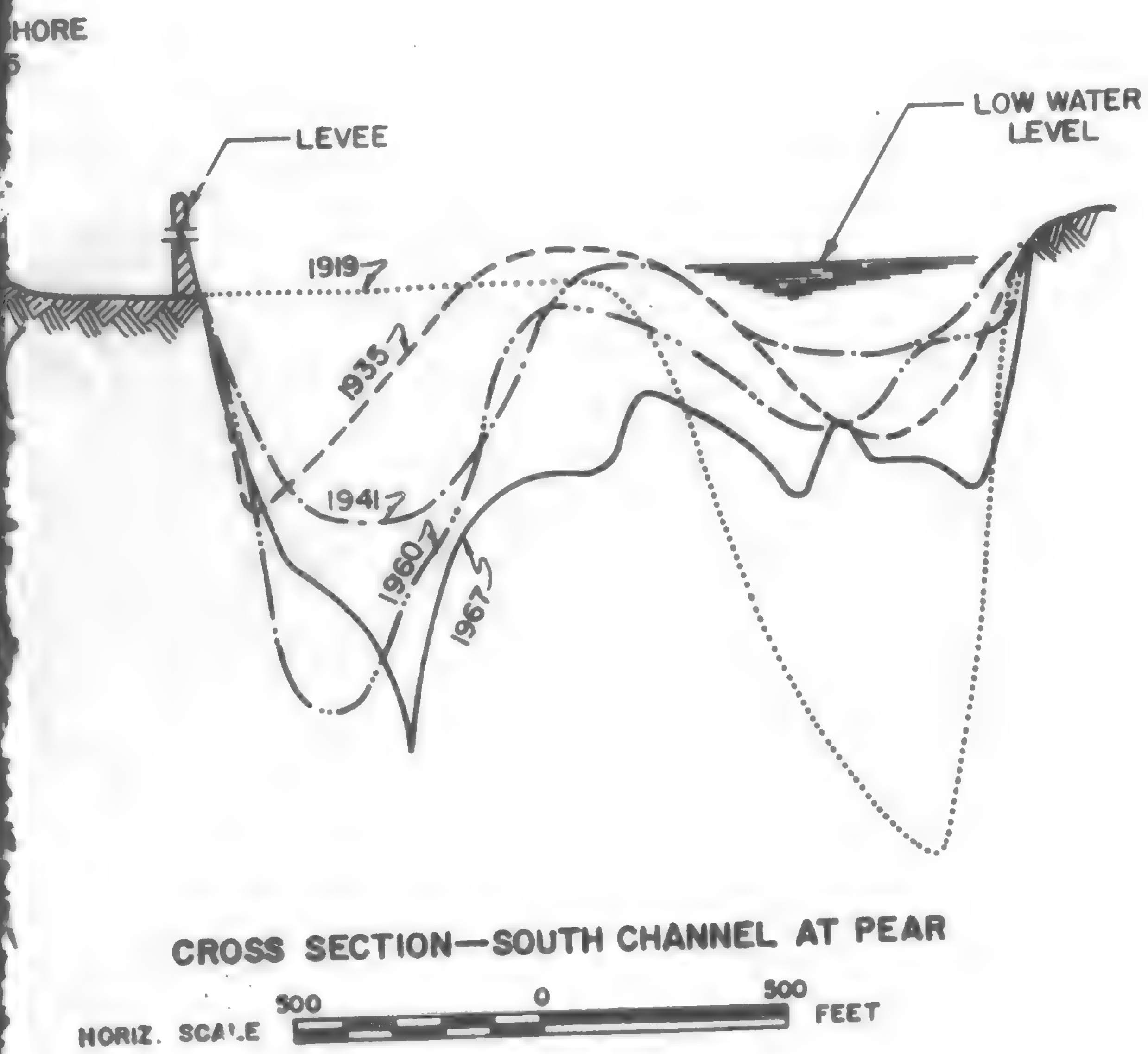

HORE
5
LEVEE
LOW WATER LEVEL
1919
1935
1941
1960
1967
CROSS SECTION—SOUTH CHANNEL AT PEAR
HORIZ. SCALE
500
0
500
FEET

FIGURE II-1
HISTORICAL CHANGES IN CROSS SECTION—
SOUTH CHANNEL AT PEAR

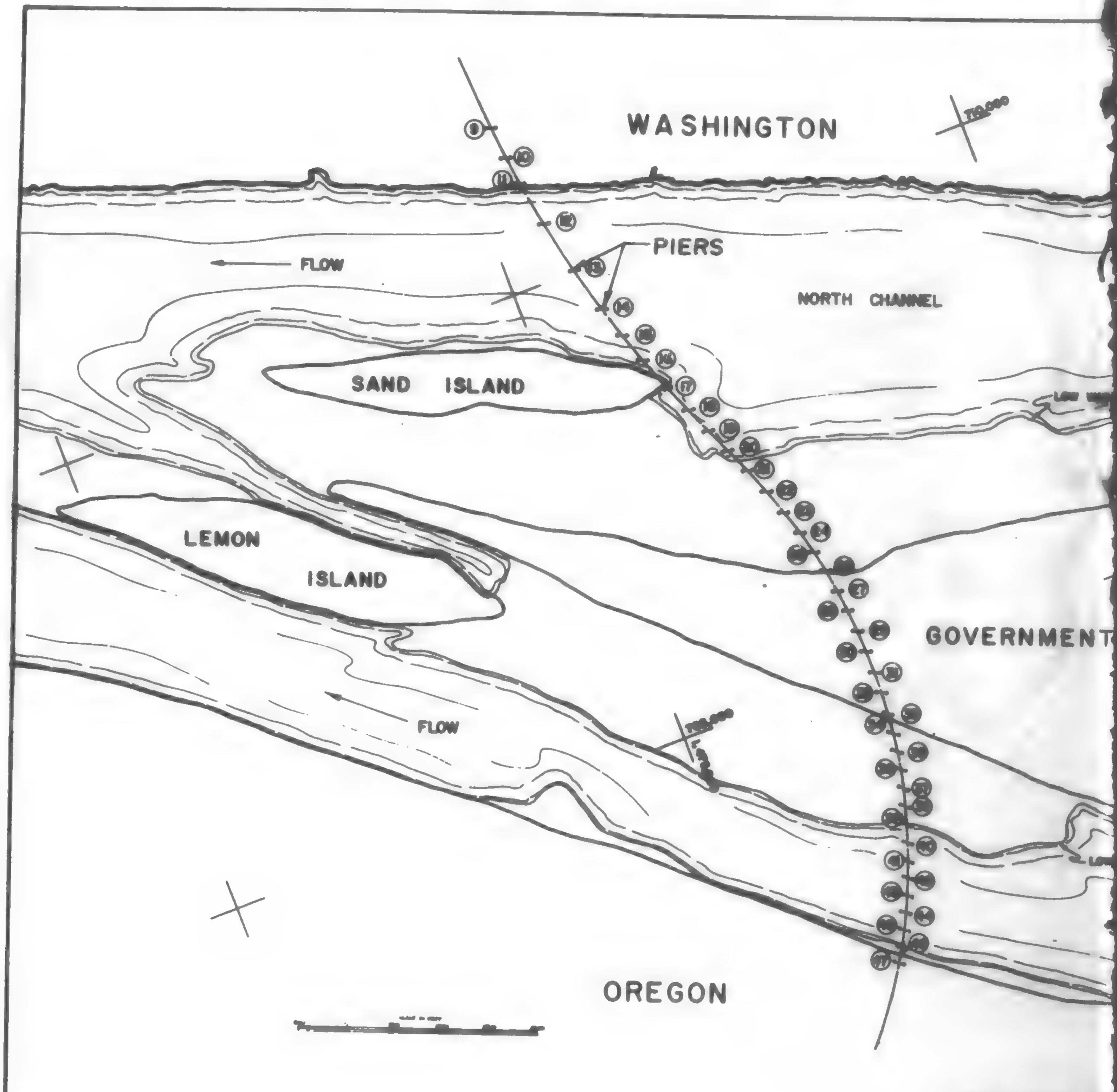

WASHINGTON
PIERS
FLOW
NORTH CHANNEL
SAND ISLAND
LEMON
ISLAND
GOVERNMENT
FLOW
OREGON

FIGURE I
PLAN VIE

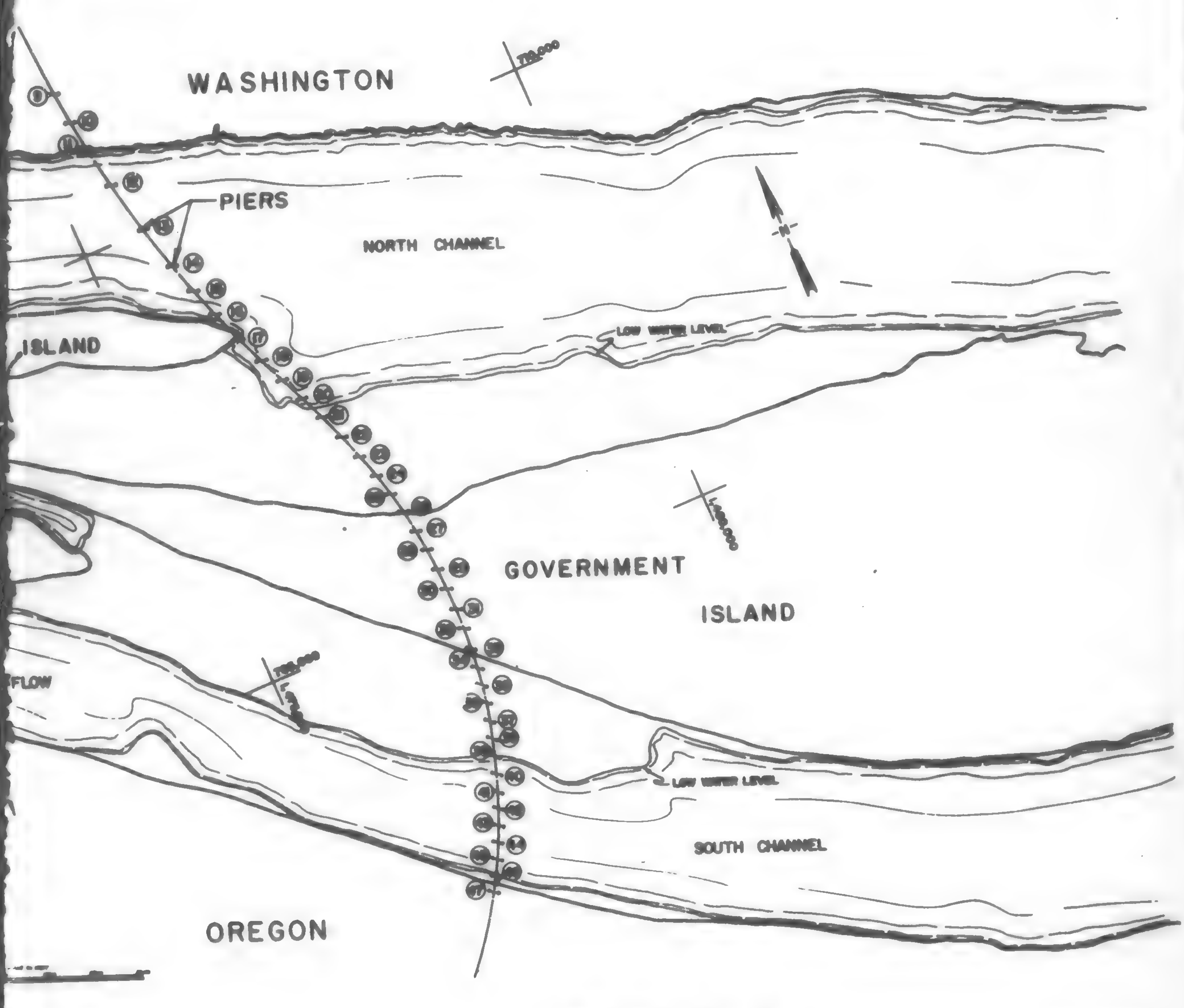
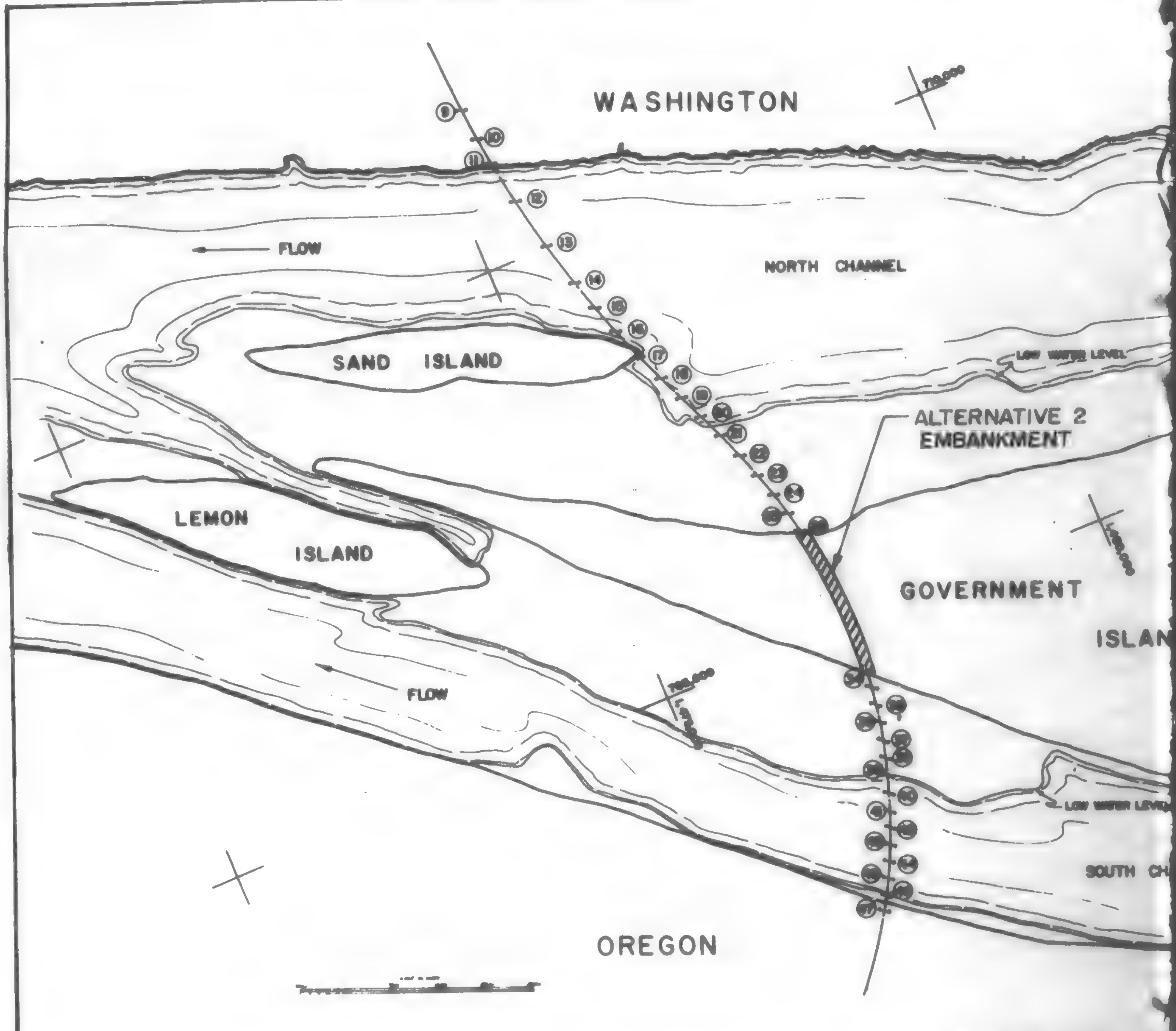

WASHINGTON
PIERS
NORTH CHANNEL
ISLAND
LOW WATER LEVEL
GOVERNMENT
ISLAND
FLOW
LOW WATER LEVEL
SOUTH CHANNEL
OREGON

FIGURE III—2
PLAN VIEW OF ALTERNATIVE 1 BRIDGE


WASHINGTON
FLOW
NORTH CHANNEL
SAND ISLAND
LOW WATER LEVEL
ALTERNATIVE 2
EMBANKMENT
LEMON
ISLAND
GOVERNMENT
ISLAN
FLOW
LOW WATER LEVE
SOUTH CH
OREGON
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10
11
12
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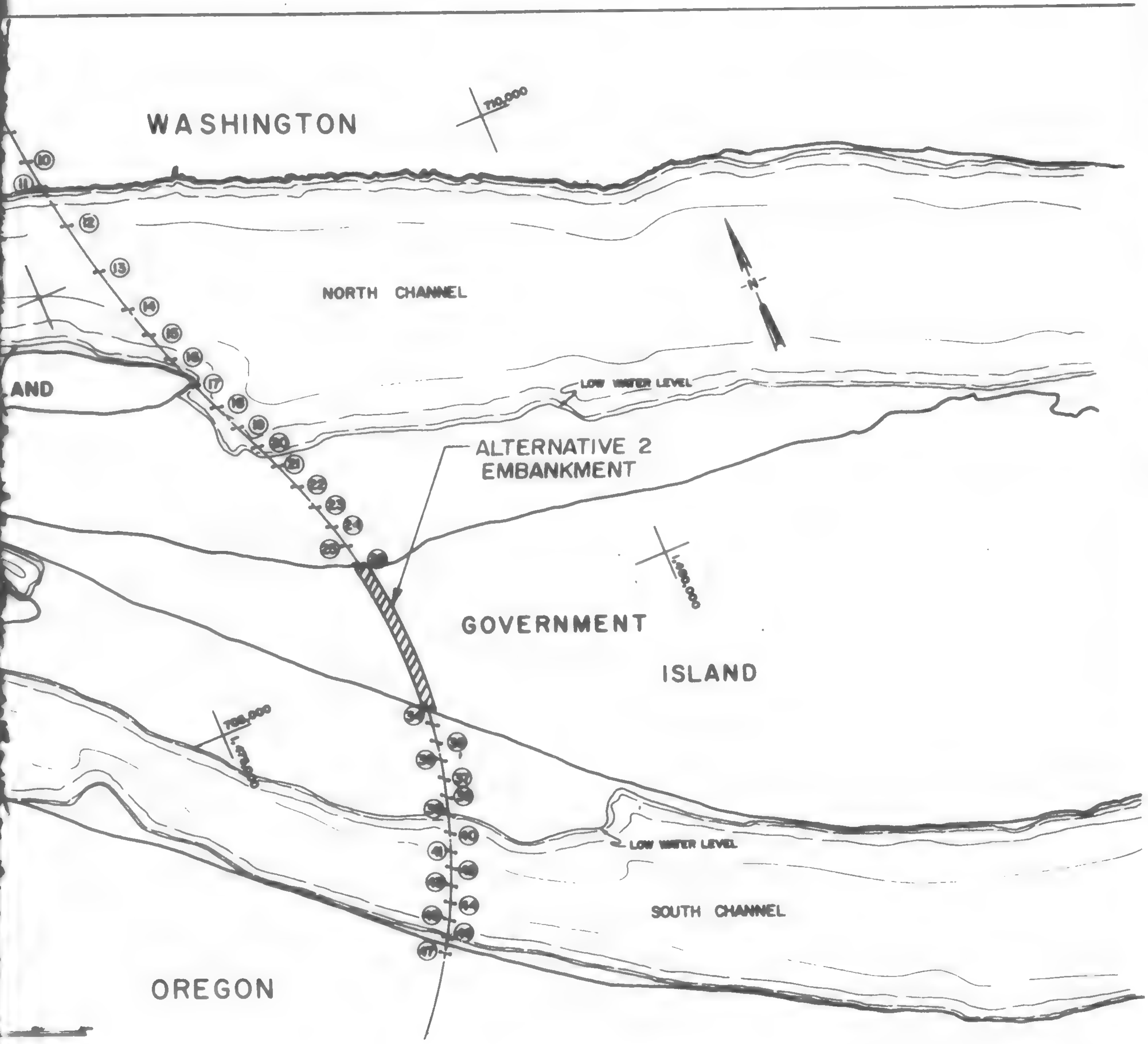
14
15
16
17

FIGURE III—4
PLAN VIEW OF


WASHINGTON
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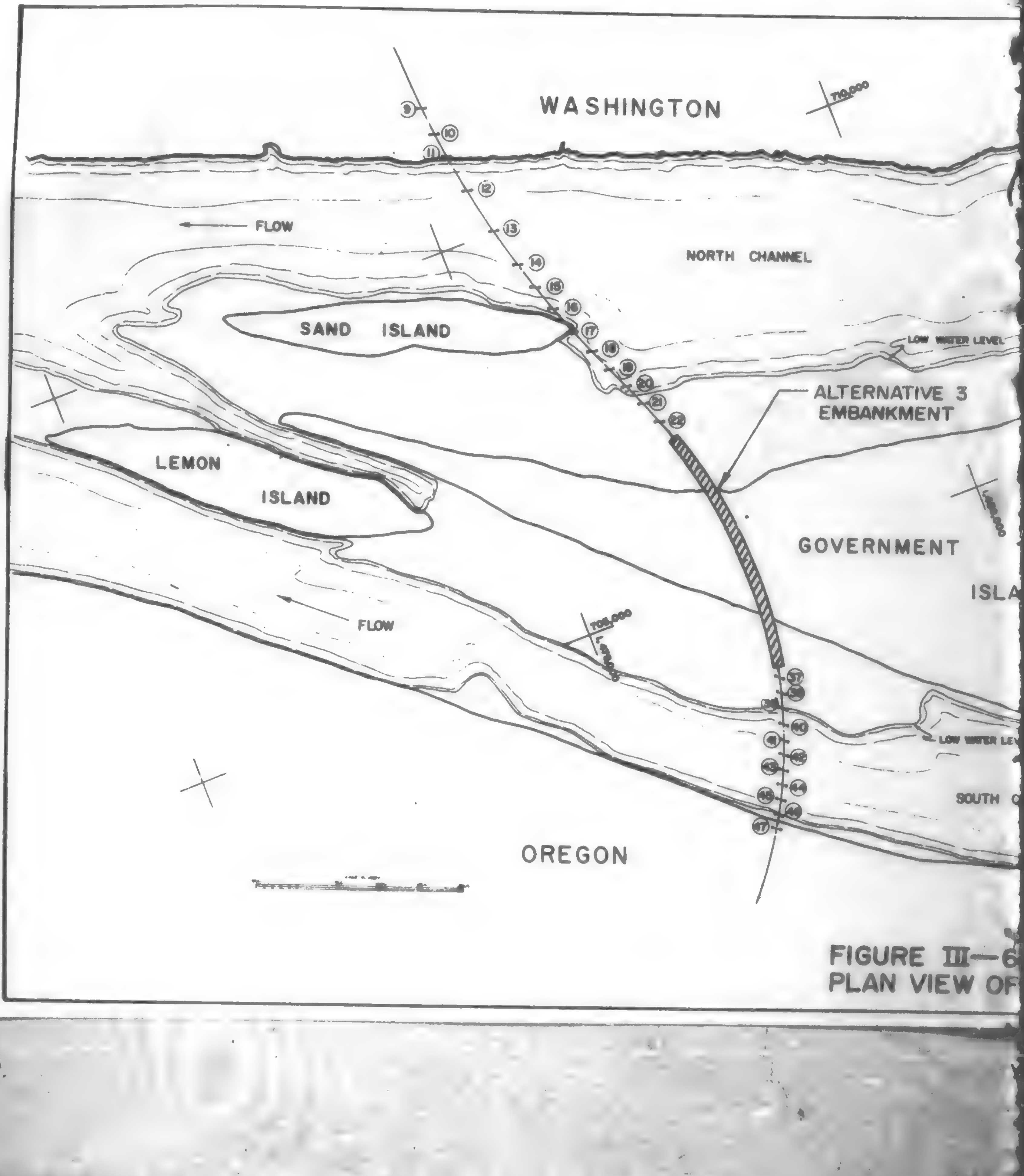
15
16
17
NORTH CHANNEL
N
LAND
LOW WATER LEVEL
ALTERNATIVE 2
EMBANKMENT
1,080,000
GOVERNMENT
ISLAND
LOW WATER LEVEL
SOUTH CHANNEL
OREGON

FIGURE III—4
PLAN VIEW OF ALTERNATIVE 2 BRIDGE


WASHINGTON
710,000
FLOW
NORTH CHANNEL
SAND ISLAND
LOW WATER LEVEL
ALTERNATIVE 3
EMBANKMENT
LEMON
ISLAND
GOVERNMENT
ISLA
FLOW
708,000
LOW WATER LEV
SOUTH C
OREGON
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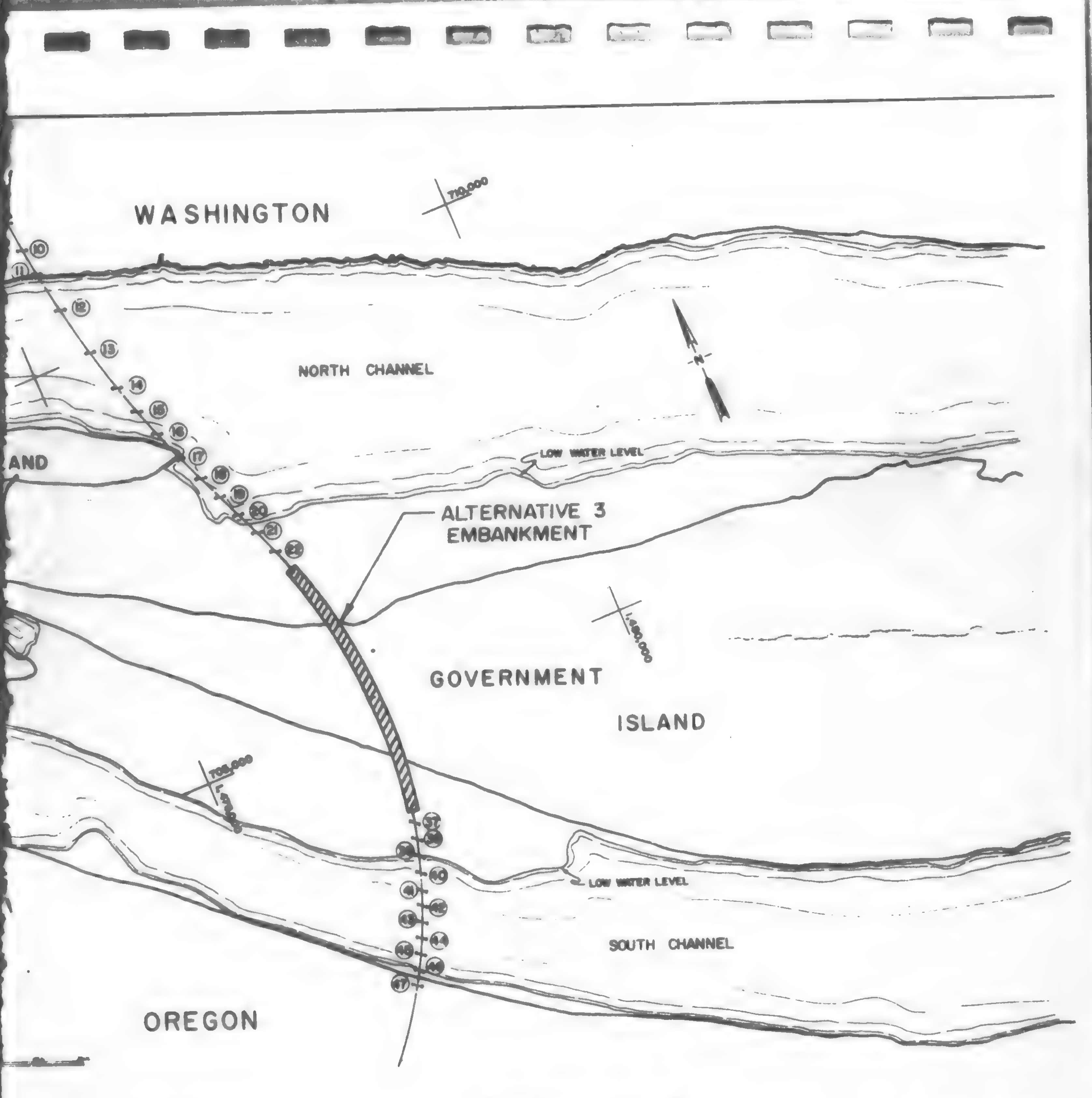
41
42
43
44
45
46
47

FIGURE III—6
PLAN VIEW OF


WASHINGTON
710,000
NORTH CHANNEL
N
AND
LOW WATER LEVEL
ALTERNATIVE 3
EMBANKMENT
GOVERNMENT
ISLAND
1,680,000
700,000
1,670,000
LOW WATER LEVEL
SOUTH CHANNEL
OREGON
10
11
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13
14
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17
18
19
20
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37
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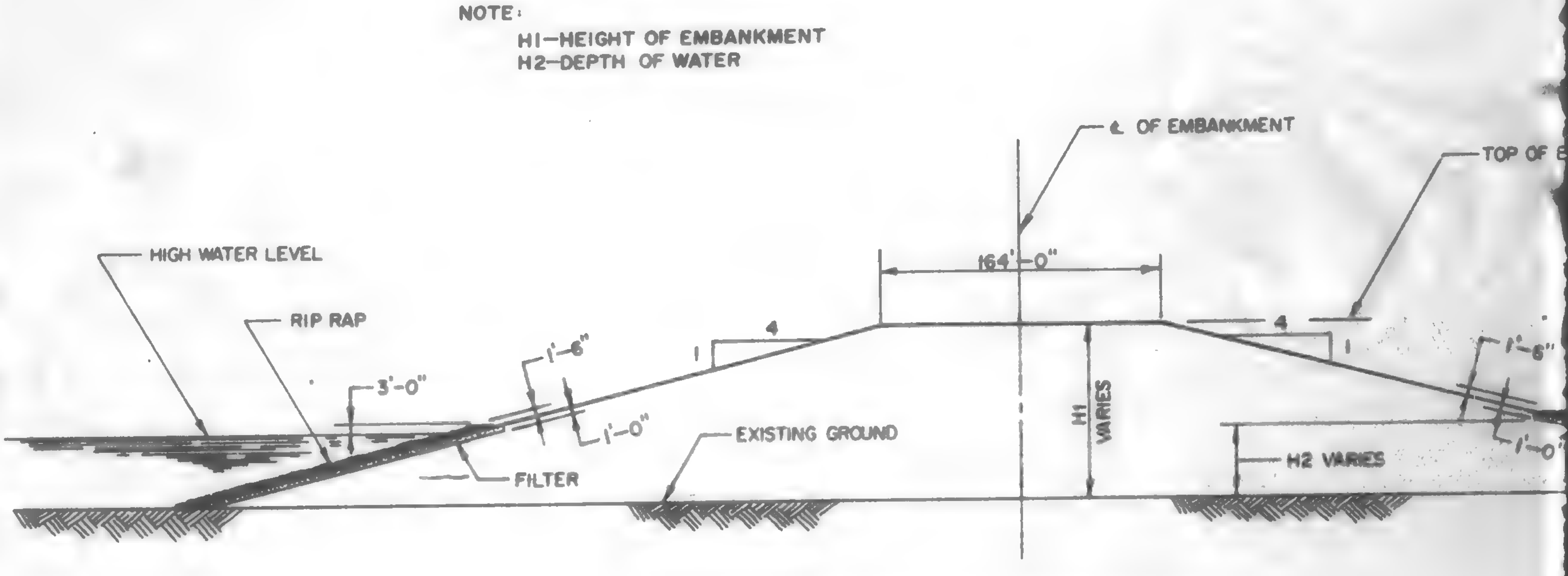
39
40
41
42
43
44
45
46
47

FIGURE III—6
PLAN VIEW OF ALTERNATIVE 3 BRIDGE


NOTE:
H1–HEIGHT OF EMBANKMENT
H2–DEPTH OF WATER
℄ OF EMBANKMENT
TOP OF E
164'-0"
HIGH WATER LEVEL
RIP RAP
1
4
4
1
1'-6"
1'-0"
3'-0"
1'-6"
1'-0"
FILTER
EXISTING GROUND
H1 VARIES
H2 VARIES

EMBANKMENT CROSS SECTION

SCALE 80 0 80 FEET

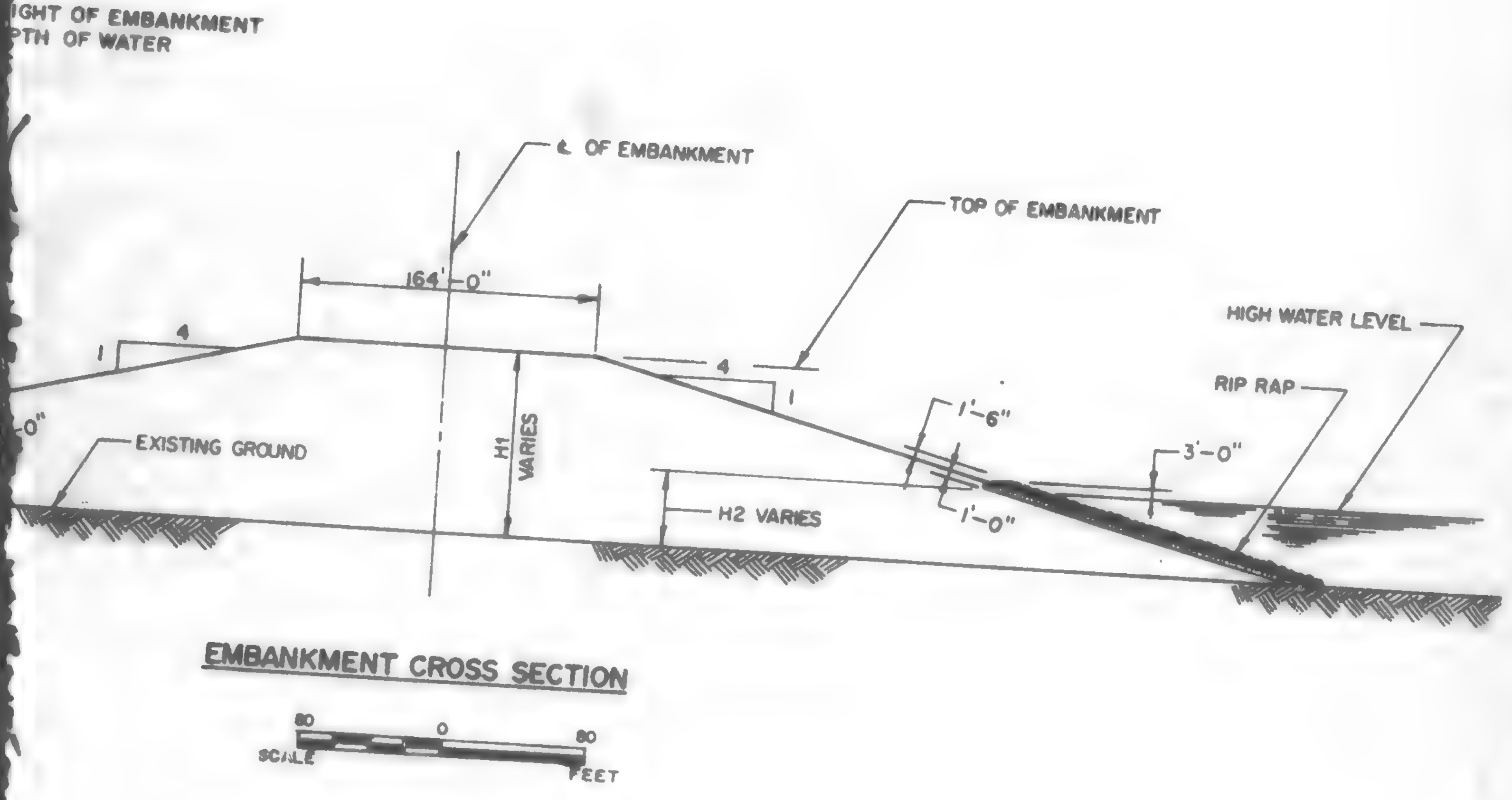

IGHT OF EMBANKMENT
PTH OF WATER
℄ OF EMBANKMENT
TOP OF EMBANKMENT
164'-0"
1
4
4
1
-0"
EXISTING GROUND
H1 VARIES
H2 VARIES
1'-6"
1'-0"
3'-0"
HIGH WATER LEVEL
RIP RAP
EMBANKMENT CROSS SECTION
80
0
80
SCALE
FEET

FIGURE IV—5
TYPICAL CROSS SECTION
OF EARTH—FILLED EMBANKMENT

IX-A COLUMBIA RIVER SOUTH CHANNEL BRIDGE
SUMMARY OF FOUNDATION STUDIES

The proposed Columbia River-South Channel Bridge will be located approximately one mile east of the Portland International Airport. The north end of the proposed south channel bridge will be separated from the south terminus of the proposed main channel bridge by an embankment section on Government Island. The south end of the proposed structure will be located just south of the Oregon Shore dike which now carries Marine Drive.

The following report is a summary of the foundation investigation and analysis prepared by Sverdrup & Parcel and Associates, Inc. The full text of the consultant's report is contained in the volumes listed below:

> "Preliminary Foundation Investigation, I-205 Columbia River Bridge, Portland, Oregon-Vancouver, Washington," February 1971.
>
> "Preliminary Foundation Investigation, I-205 Columbia River Bridge, South Channel Extension, Portland, Oregon-Vancouver, Washington," February 1974.
>
> "Foundation Load Test, I-205 Columbia River Bridge," July 1974.

Foundation Materials

Foundation materials consist of dense unconsolidated coarse to fine riverbed sands, overlaying a very dense sandy gravel or conglomerate which is the upper part of the Troutdale formation. This dense conglomerate is, in turn, underlain by a member of the Troutdale formation that consists mainly of dense sands and hard silts and clays. This siltstone-claystone underlies the conglomerate except near the Oregon shore where the conglomerate has been eroded and the sands lie directly on the siltstone. Two distinct zones exist within the riverbed sands. The upper zone, to a depth of approximately 40 feet, consists of predominantly loose to medium dense coarse sand. The lower zone consists of medium dense to dense fine sand. On Government Island and the Oregon shore, the coarse to fine sand deposit is overlain by a compressible layer of silt and clay.

Subsurface explorations for the proposed bridge consisted of five borings on Government Island, nine borings in the south channel, and three borings on the Oregon shore.

Government Island (Borings 38 through 42)

The upper 5 to 15 feet of soil on Government Island is soft to medium stiff compressible silt and clay, mixed with some fine-grained sand. Underlying the fine-grained soils is about 100 feet of river-deposited sand, in turn underlain by the Troutdale formation. The dense gravel conglomerate of the Troutdale formation is about 40 feet thick.

The groundwater elevation on Government Island is directly influenced by the river stage. Because of the high permeability of the river sands, water table elevations at the interior of the island are no more than about a foot above river level.

South Channel of the Columbia River (Borings 43 through 51)

The river-deposited sands of the south channel vary in thickness from about 100 feet at Government Island to about 200 feet at the Oregon shore. The Troutdale formation occurs at a depth of 100 to 120 feet from Government Island to mid south channel where its location abruptly increases in depth to about 200 feet at Marine Drive. The dense gravel conglomerate of the Troutdale formation decreases in thickness from about 40 feet at Government Island to zero at Marine Drive, where the riverbed sands lie directly on the highly preconsolidated siltstone-claystone material.

Oregon Shore (Borings 52 through 54)

Approximately 200 feet of fine to medium river sand is overlain by strata of silts, clays, and fine sands totaling 35 to 45 feet in thickness. The surface layers contain zones of highly compressible sediment. Beneath the river sands the Troutdale conglomerate has been completely eroded. The Sandy River Mudstone, the first rock unit encountered, is at depths approaching 220 feet below the flood plain surface.

The groundwater elevations on the Oregon shore correspond closely to the stage of the Columbia River.

Foundation Recommendation

Piling will be required for the support of all structure bents because of the depth to suitable foundation material. Foundations can be friction or end-bearing piles on Government Island and in the south river channel through station 120+00. Friction piles would gain their capacity from the medium-dense to dense river sands. End-bearing piles would be driven through the coarse to fine sand and founded on the dense Troutdale conglomerate. The conglomerate is located at about elevation -110 at Government Island, slopes down to about elevation -140 near Station 120+00, and then slopes down abruptly to elevation -200 beneath Marine Drive. Beyond Station 120+00 foundations will consist of friction piles, since the Troutdale formation is located over 200 feet below the ground surface in this area.

Nondisplacement steel HP sections are recommended for end-bearing piles. Steel HP sections or prestressed concrete piles are acceptable friction piles. However, nondisplacement steel HP sections are recommended for friction piles because of the following reasons:

1. Load test results indicate the capacities of nondisplacement friction piles compare favorably with capacities of displacement friction piles.
2. With HP sections, no extra care is necessary in picking piles for insertion in leads.
3. HP sections are easily spliced, easily cut off and cutoffs are salvageable.

On Government Island and the south river channel through Station 120+00, high-capacity steel end-bearing piles driven to refusal (10 to 20 blows per inch) on the dense conglomerate of the Troutdale formation can be designed using the full structural capacity of the pile, determined from allowable pile stresses. Allowable steel pile stresses of 12,000 pounds per square inch (A36 steel) over the effective pile cross section should be used for design.

Since end-bearing pile capacity is determined by the allowable stress in the pile, no adjustments of pile capacities from [illegible] are necessary. Shortening of compression test end-bearing piles [illegible] the "Troutdale formation" was primarily due to elastic shortening of the piles. Displacement piles must be driven to refusal in the dense conglomerate of the "Troutdale formation" in order to develop the intended capacities. End-bearing piles should be marked in one-foot increments at the depth that the "Troutdale formation" is expected to be encountered. When driving resistance reaches 15 blows per inch for the [illegible] hammer, or 20 blows per inch for the [illegible] hammer, driving should be terminated. If driving operations are carefully observed to insure that overdriving does not occur, pile tip reinforcement should not be necessary. However, as an added precaution, pile tips may be reinforced to minimize or eliminate tip damage from driving. In no case should the piles be overdriven. Overdriving results in irreversible damage to the pile as well as disturbance to the bearing stratum.

Friction piles driven into the river-deposited sands from station [illegible] in the south channel to the end of the structure, located on the Oregon shore, will gain their capacity from a combination of end-bearing and side friction resistance. The load test program, consisting of tests on 16.5 inch concrete piles and HP 14 x 89 steel piles, showed that a substantial amount of the friction pile-bearing capacity was developed by end-bearing. For predicting pile capacity, it has been assumed that as the failure condition is approached, load transfer occurs simultaneously along the pile surface as well as across the bearing area of the pile tip. The predictive equation, described in Chapter 3, "Foundation Load Test I-205 Columbia River Bridge", has been established to describe the pile-soil system model at failure. Allowable friction pile capacities are obtained by dividing the computed pile capacities by an appropriate factor of safety. A factor of safety of 2.0 is recommended, since foundation conditions have been established by borings and load tests.

The ultimate capacity of a pile group can be different from the sum of the ultimate capacities of the individual piles. However, friction piles in the dense river sands spaced not closer than 3.5 times their diameter are not expected to have their capacities reduced and a group efficiency value of 1.0 should be used for design purposes.

Since end-bearing pile capacity is determined by the allowable stress in the pile, no adjustments to pile capacities from group action are necessary. Settlement of compression test end-bearing piles properly seated on the Troutdale formation was primarily due to elastic shortening of the piles. Production piles must be driven to refusal on the dense conglomerate of the Troutdale formation in order to develop the intended capacities. End-bearing piles should be marked in one-inch increments at the depth that the Troutdale formation is expected to be encountered. When driving resistance reaches 15 blows per inch for the 020 hammer, or 20 blows per inch for the 014 hammer, driving should be terminated. If driving operations are carefully observed to insure that overdriving does not occur, pile tip reinforcement should not be necessary. However, as an added precaution, pile tips may be reinforced to minimize or eliminate tip damage from driving. In no case should the piles be overdriven. Overdriving results in irreversible damage to the pile as well as disturbance to the bearing stratum.

Friction piles driven into the river-deposited sands from station 120+00 in the south channel to the end of the structure, located on the Oregon shore, will gain their capacity from a combination of end-bearing and side friction resistance. The load test program, consisting of tests on 16.5 inch concrete piles and HP 14 x 89 steel piles, showed that a substantial amount of the friction pile-bearing capacity was developed by end-bearing. For predicting pile capacity, it has been assumed that as the failure condition is approached, load transfer occurs simultaneously along the pile surface as well as across the bearing area of the pile tip. The predictive equation, described in Chapter 3, "Foundation Load Test I-205 Columbia River Bridge", has been established to describe the pile-soil system model at failure. Allowable friction pile capacities are obtained by dividing the computed pile capacities by an appropriate factor of safety. A factor of safety of 2.5 is recommended, since foundation conditions have been established by borings and load tests.

The ultimate capacity of a pile group can be different from the sum of the ultimate capacities of the individual piles. However, friction piles in the dense river sands spaced not closer than 3.5 times their diameter are not expected to have their capacities reduced and a group efficiency value of 1.0 should be used for design purposes.

The settlements of pile groups in sand are generally larger than those of individual piles carrying the same load. The settlement of a pile group under design loads can be estimated by applying the group settlement ratio, from Figure 3-6 "Foundation Load Test I-205 Columbia River Bridge," to the settlement of an individual pile, obtained from the appropriate compression pile head movement versus load curves in Chapter 2 of the same report.

Pile groups for foundation support should be designed to keep the settlement from dead plus live load of the completed superstructure from exceeding 0.001 times the span length. The maximum differential settlement should not exceed 2/3 times the settlement from the dead plus live load of the completed superstructure.

Friction piles used for foundation support within the river channel must be designed with proper consideration for scour. The piles should be considered to derive no load-carrying capacity from the presence of any soil within the zone of scour.

Tip reinforcement of friction piles should not be allowed, and jetting should not be used.

Based on evaluation of pile driving for the load test program and wave equation analysis, 14-inch HP or wide flange steel piles driven with a Vulcan 020 or 014 hammer, or any similar steam-air hammer developing 42,000 to 60,000 foot-pounds of energy per blow, will provide required capacities for both friction and end-bearing piles.

Fills

The embankment section on Government Island will be constructed of compacted river sand. The silt and clay materials near ground surface could be removed to preclude settlement of the embankment; however, the anticipated settlement should amount to not more than a few inches and should occur quite rapidly, perhaps in a matter of only weeks. If the silt and clay materials are removed, the stripped materials could be used for slope cover to help establish vegetation on the embankment slopes. If the compressible materials are left in place, the abutment foundation should not be installed until after embankment-induced settlements are complete. This will eliminate downdrag loads associated with embankment settlement. Abutments on Government Island could be supported either by friction or end-bearing piles.

The embankment section on the Oregon shore will probably be constructed of compacted granular material (sand). Underlying the embankment is a layer 35 to 45 feet thick of soft and compressible sand, silt, and clay. This layer will consolidate when loaded by the embankment, perhaps producing settlements on the order of several inches to as much as one to two feet. Because the compressible deposit is much thicker than on Government Island, the consolidation will be much slower, probably taking on the order of several months to attain a significant percentage of the settlement.

Ideally, construction of the abutments should take place after the embankments have been constructed and all settlement has taken place. Otherwise, the piling must either be isolated from the embankment or must be designed for downdrag forces from the embankment.

Friction piles driven into the river-deposited sand are recommended for the abutment foundations on the Oregon flood plain due to the great depth at which the Troutdale formation is located.

Recommended Footing Elevations

The proposed 17 span structure will be supported by 18 piers. Piers 1 and 18 will be located on the embankment sections on Government Island and the Oregon shore. Piers 2 and 3 will be located on Government Island, piers 4 through 15 in the south channel, and piers 16 and 17 on the Oregon shore. The low point in the groundline profile of the existing south channel is at elevation -7. Using elevation -12 as the design riverbed elevations, in anticipation of possible channel dredging, the following bottom of footing elevations are recommended:

Pier 2	Elev. -15.0
Pier 3	Elev. -20.0
Piers 4 through 15	Elev. -32.0
Pier 16	Elev. -25.0

The footing elevations shown are within the zone of scour, estimated to be 30 feet during the design flood. A three-foot thick riprap blanket is, therefore, recommended to protect the piers from local scour.

Estimated Pile Tip Elevations

Fourteen inch HP sections driven to refusal (10 to 20 blows per inch) on the Troutdale formation are expected to have the following driven pile tip elevations:

Piers 2 through 4	Elev. -107
Piers 5 through 9	Elev. -115
Pier 10	Elev. -120
Pier 11	Elev. -123
Pier 12	Elev. -130
Pier 13	Elev. -143
Pier 14	Elev. -150

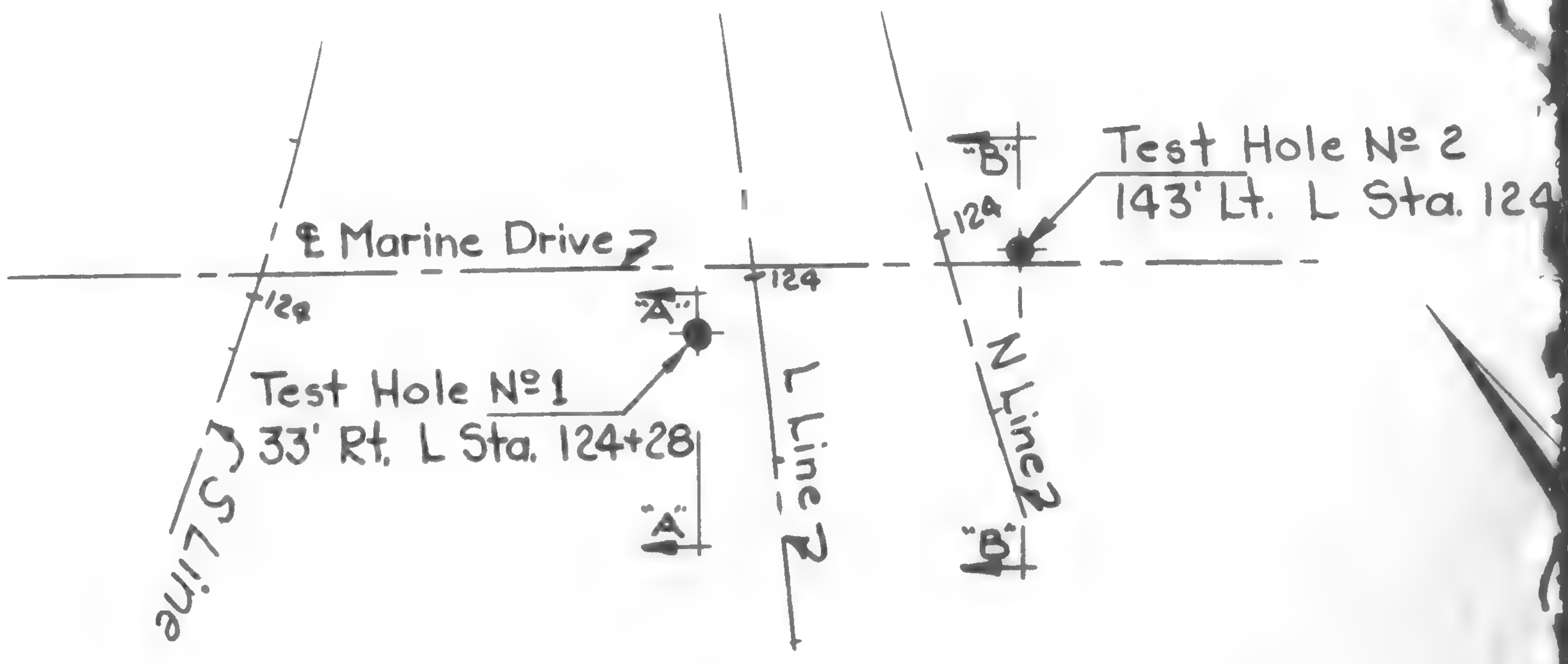
The elevations shown are 5 feet below elevations at which the Troutdale formation is expected to be encountered. End-bearing piles driven at pier 1 would encounter the Troutdale formation at approximately the same elevation as end-bearing piles at piers 2 through 4.

For HP 14 x 89 steel piles, driven to the following tip elevations:

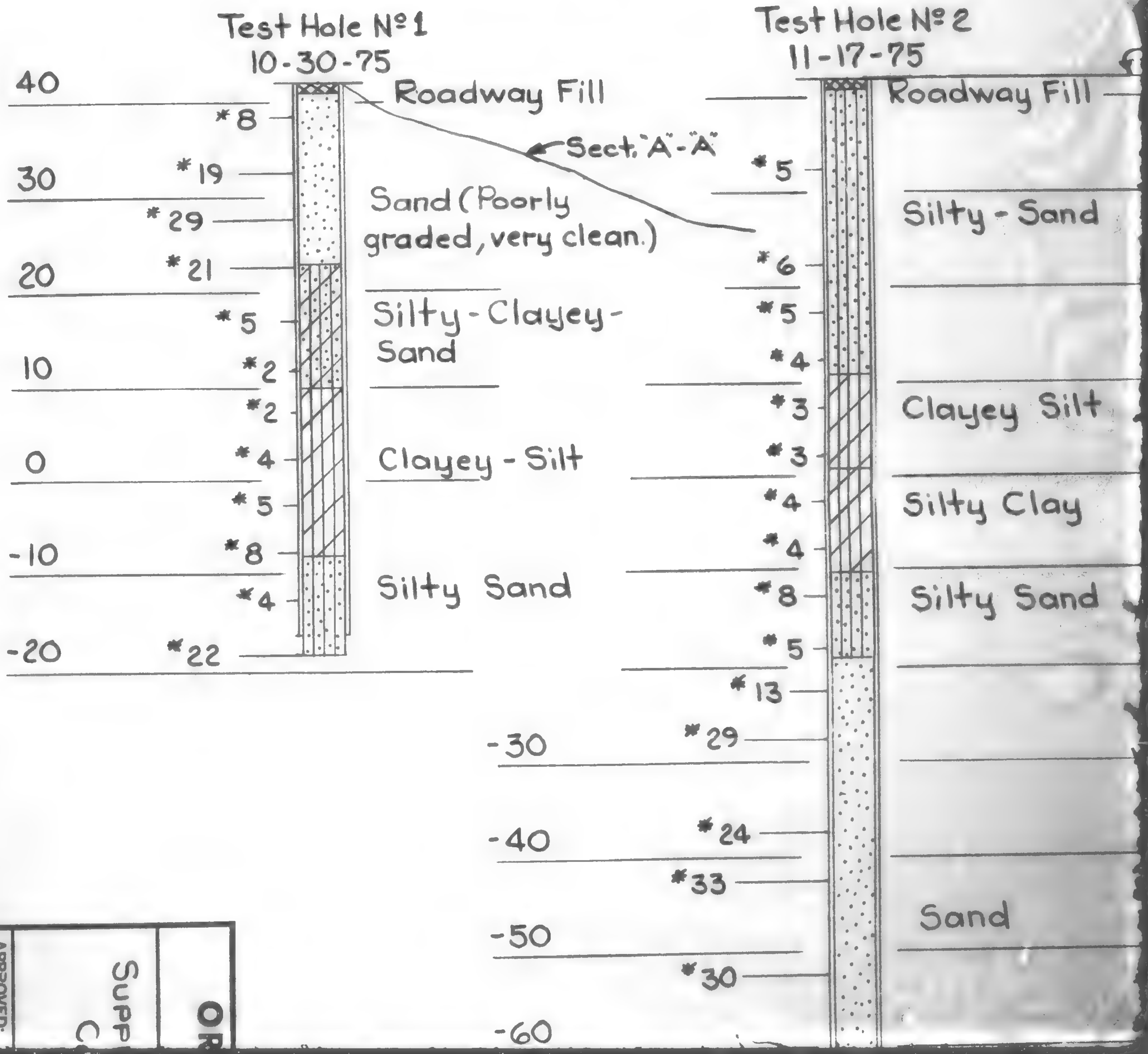
Pier 15	Elev. -132
Pier 16	Elev. -128
Pier 17	Elev. -75

The ultimate pile capacity by the predictive equation is 225 tons. Applying a safety factor of 2.5, the allowable pile capacity is 90 tons. After all the settlement has taken place in the embankment sections, HP 14 x 89 steel piles driven 92 feet at piers 1 and 18 achieve an allowable bearing capacity of 90 tons by applying the predictive equation with a safety factor of 2.5.

DIETRICH POST OF WASH.


℄ Marine Drive
Test Hole Nº 2
143' Lt. L Sta. 124
Test Hole Nº 1
33' Rt. L Sta. 124+28
S Line
L Line
N Line
"A"
"A"
"B"
"B"
124
124
124

PLAN
No Scale


Test Hole Nº 1
10-30-75
Test Hole Nº 2
11-17-75
40
30
20
10
0
-10
-20
-30
-40
-50
-60
Roadway Fill
Sect. "A"-"A"
Sand (Poorly graded, very clean.)
Silty-Clayey-Sand
Clayey-Silt
Silty Sand
*8
*19
*29
*21
*5
*2
*2
*4
*5
*8
*4
*22
Roadway Fill
Silty-Sand
Clayey Silt
Silty Clay
Silty Sand
Sand
*5
*6
*5
*4
*3
*3
*4
*4
*8
*5
*13
*29
*24
*33
*30

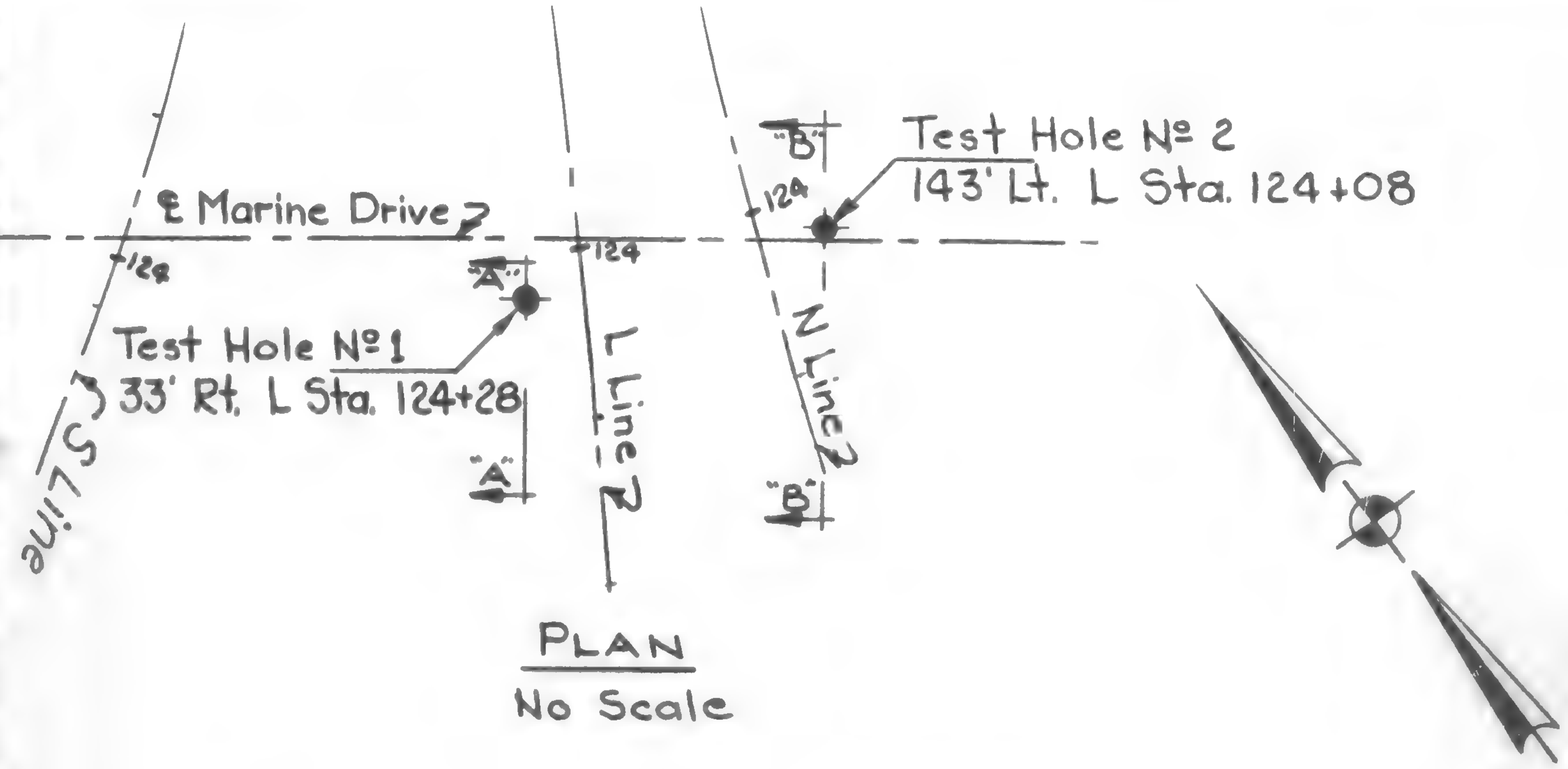
BRIDGE ENG

APPROVED:

SUPP

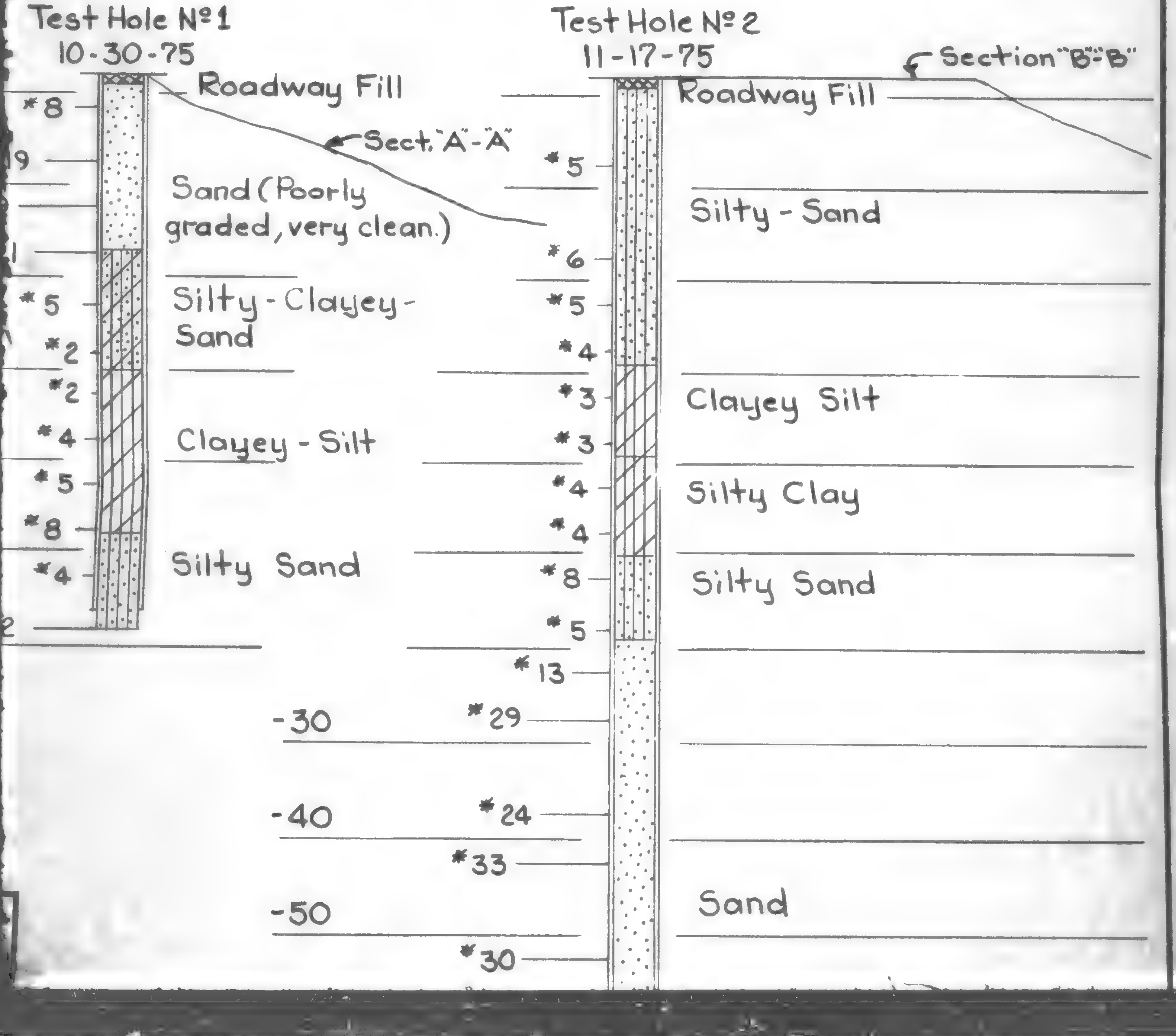
C

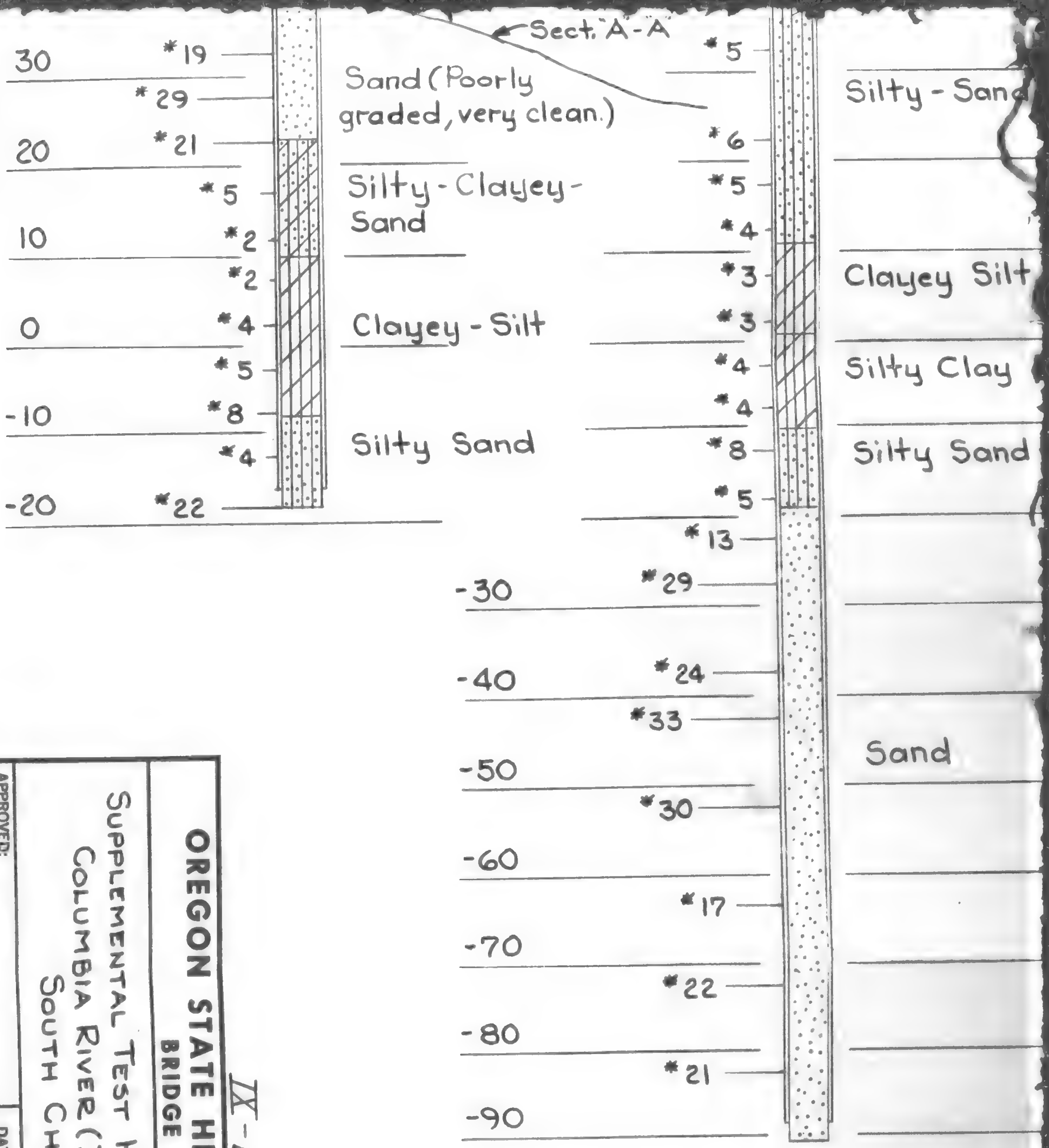
OR


"B"
Test Hole Nº 2
143' Lt. L Sta. 124+08
124
℄ Marine Drive
124
124
"A"
Test Hole Nº 1
33' Rt. L Sta. 124+28
"A"
S Line
L Line
N Line
"B"

PLAN

No Scale


Test Hole Nº 1
10-30-75
Roadway Fill
Sect. "A"-"A"
Sand (Poorly graded, very clean.)
Silty-Clayey-Sand
Clayey-Silt
Silty Sand
*8
*5
*2
*2
*4
*5
*8
*4
Test Hole Nº 2
11-17-75
Section "B"-"B"
Roadway Fill
Silty-Sand
Clayey Silt
Silty Clay
Silty Sand
Sand
*5
*6
*5
*4
*3
*3
*4
*4
*8
*5
*13
*29
*24
*33
*30
-30
-40
-50


Sect. "A-A"
30
*19
*29
Sand (Poorly graded, very clean.)
20
*21
*5
Silty-Clayey-Sand
10
*2
*2
0
*4
Clayey-Silt
*5
-10
*8
*4
Silty Sand
-20
*22
*5
*6
*5
*4
*3
*3
*4
*4
*8
*5
*13
-30
*29
-40
*24
*33
-50
*30
-60
*17
-70
*22
-80
*21
-90
Silty-Sand
Clayey Silt
Silty Clay
Silty Sand
Sand

FOUNDATION DATA

Scale: 1"=15'

* Standard 2" O.D. split tube test.

IX-B

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

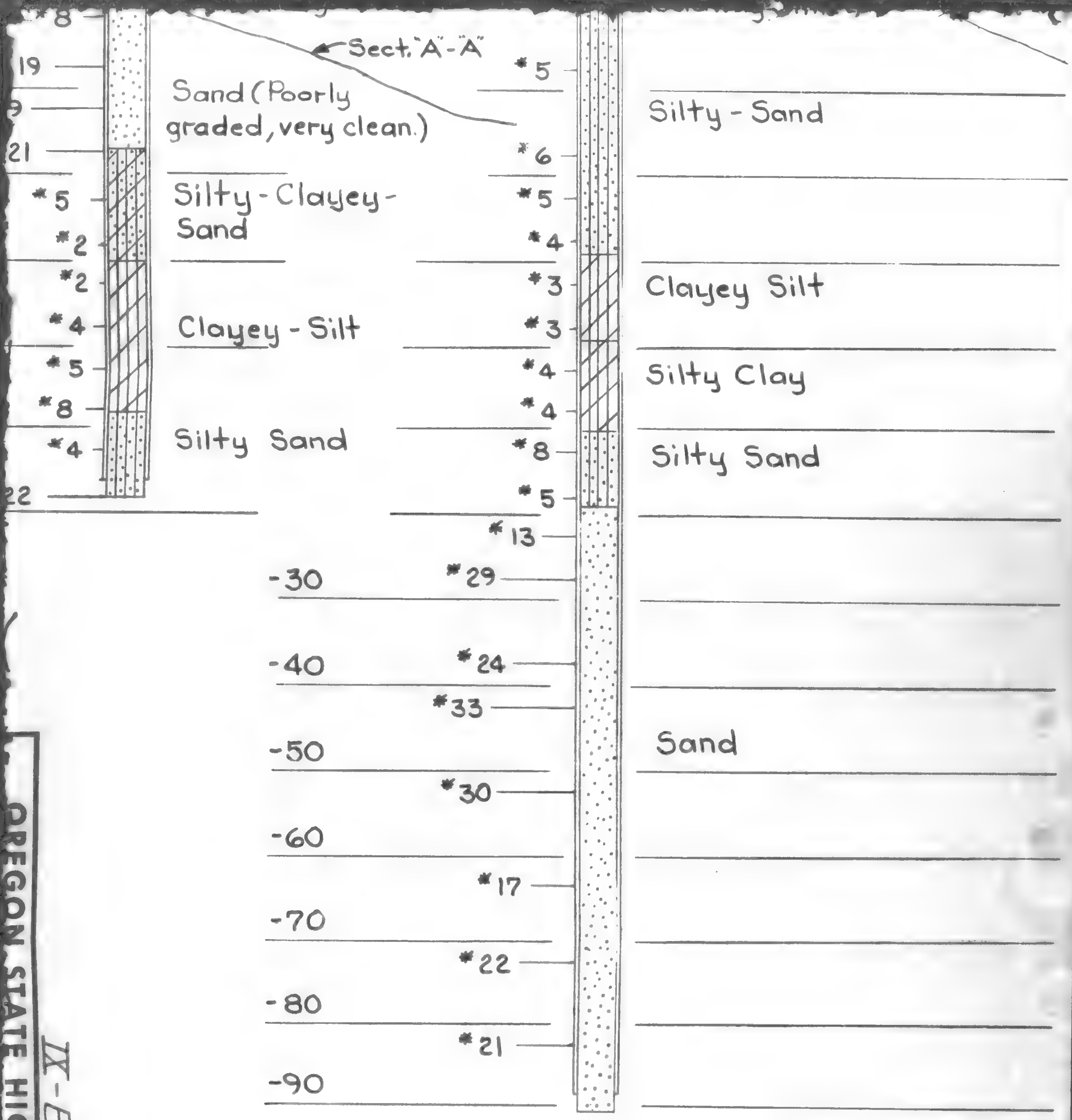
SUPPLEMENTAL TEST HOLES THROUGH DIKE
COLUMBIA RIVER (I-205) BRIDGE
SOUTH CHANNEL

APPROVED:

BRIDGE ENGINEER

DATE 12-22-75
DESIGNED
DRAWN L.W.

BRIDGE NO. 16188
DRAWING NO. B-699


Sect. "A"-"A"
Sand (Poorly graded, very clean.)
Silty-Clayey-Sand
Clayey-Silt
Silty Sand
Silty-Sand
Clayey Silt
Silty Clay
Silty Sand
Sand
*8
19
21
*5
*2
*2
*4
*5
*8
*4
22
*5
*6
*5
*4
*3
*3
*4
*4
*8
*5
*13
*29
*24
*33
*30
*17
*22
*21
-30
-40
-50
-60
-70
-80
-90

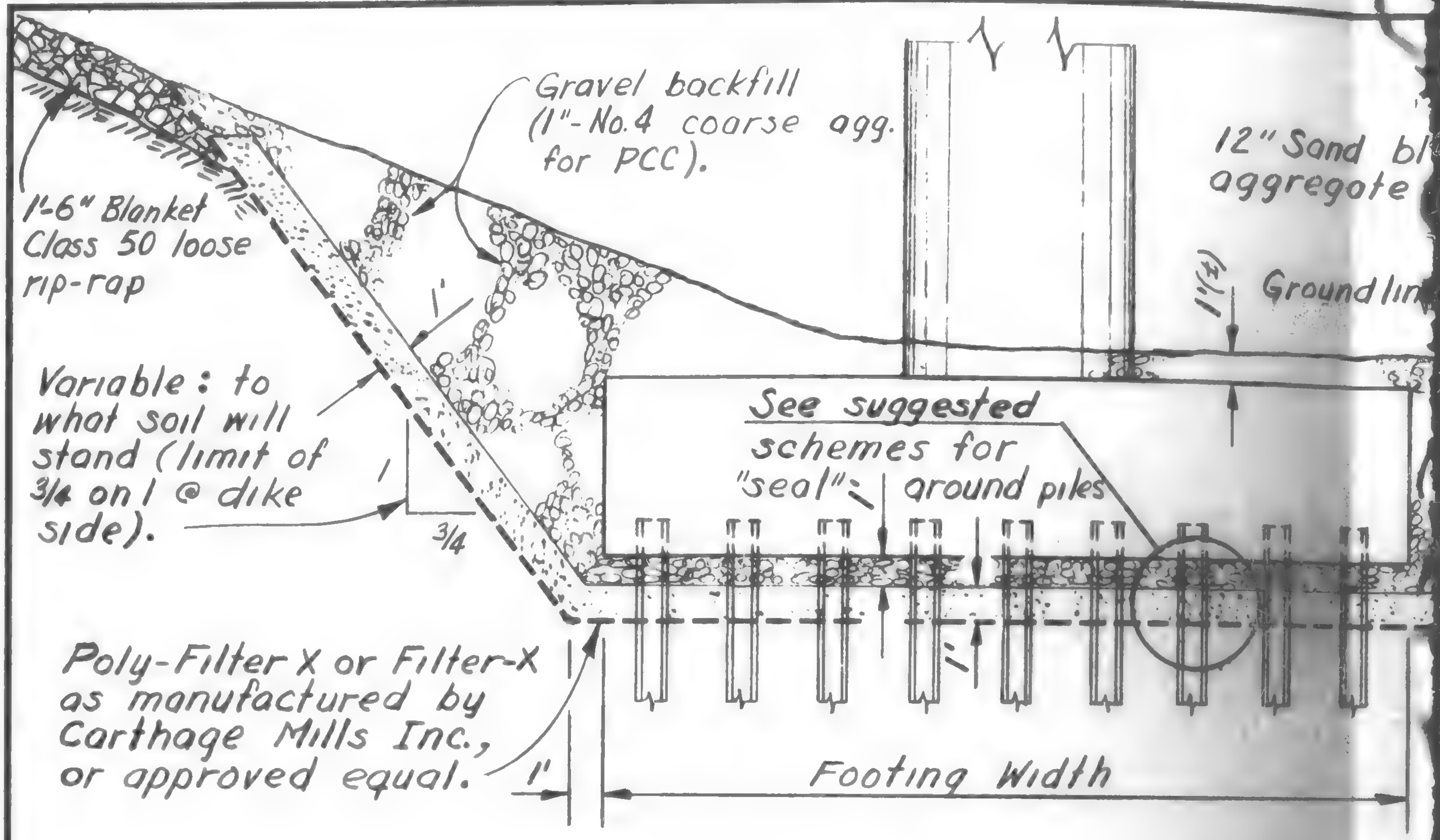
FOUNDATION DATA

Scale: 1"=15'

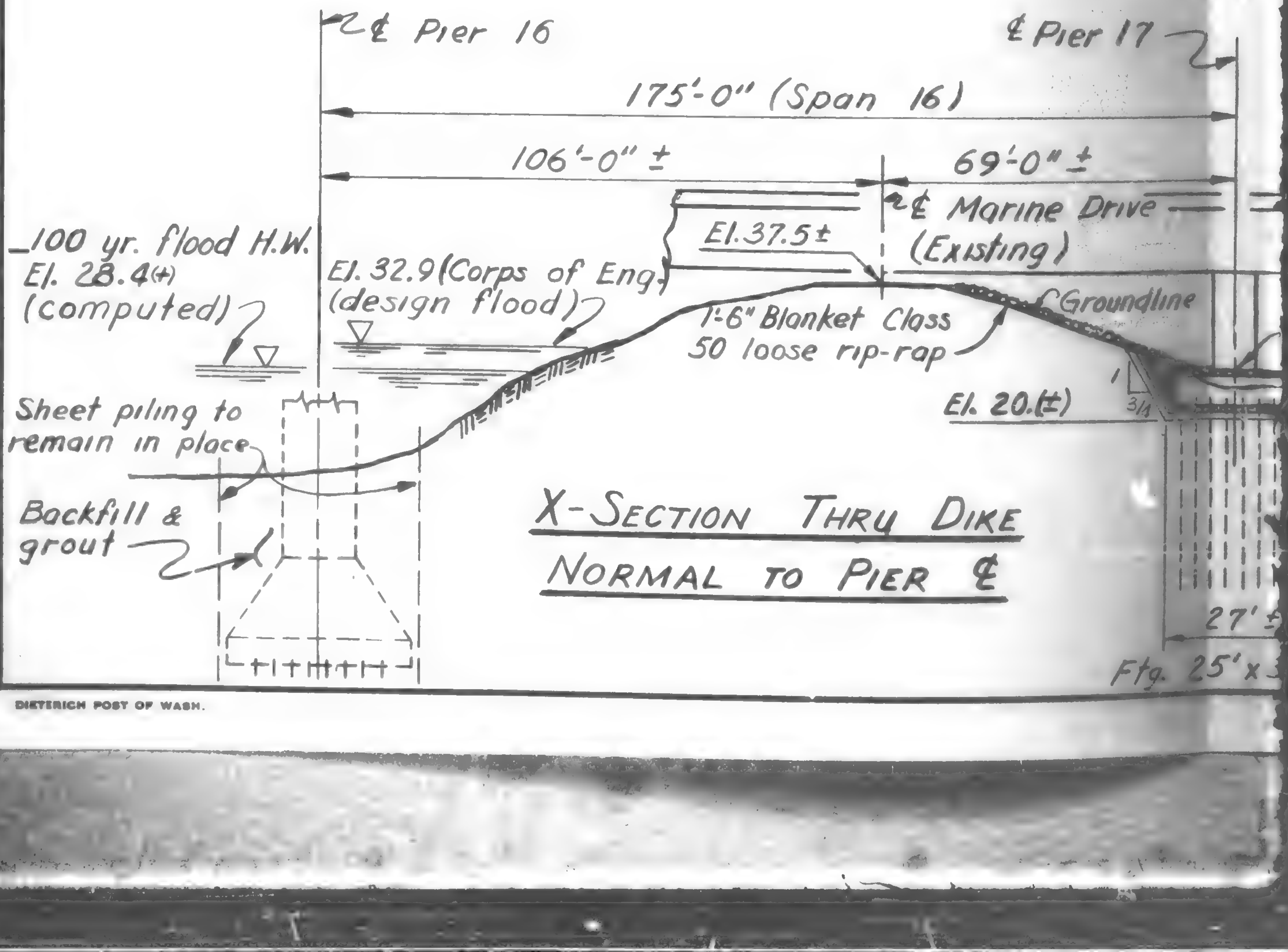
* Standard 2" O.D. split tube test.

OREGON STATE HIGHWAY DIVISION

IX-B

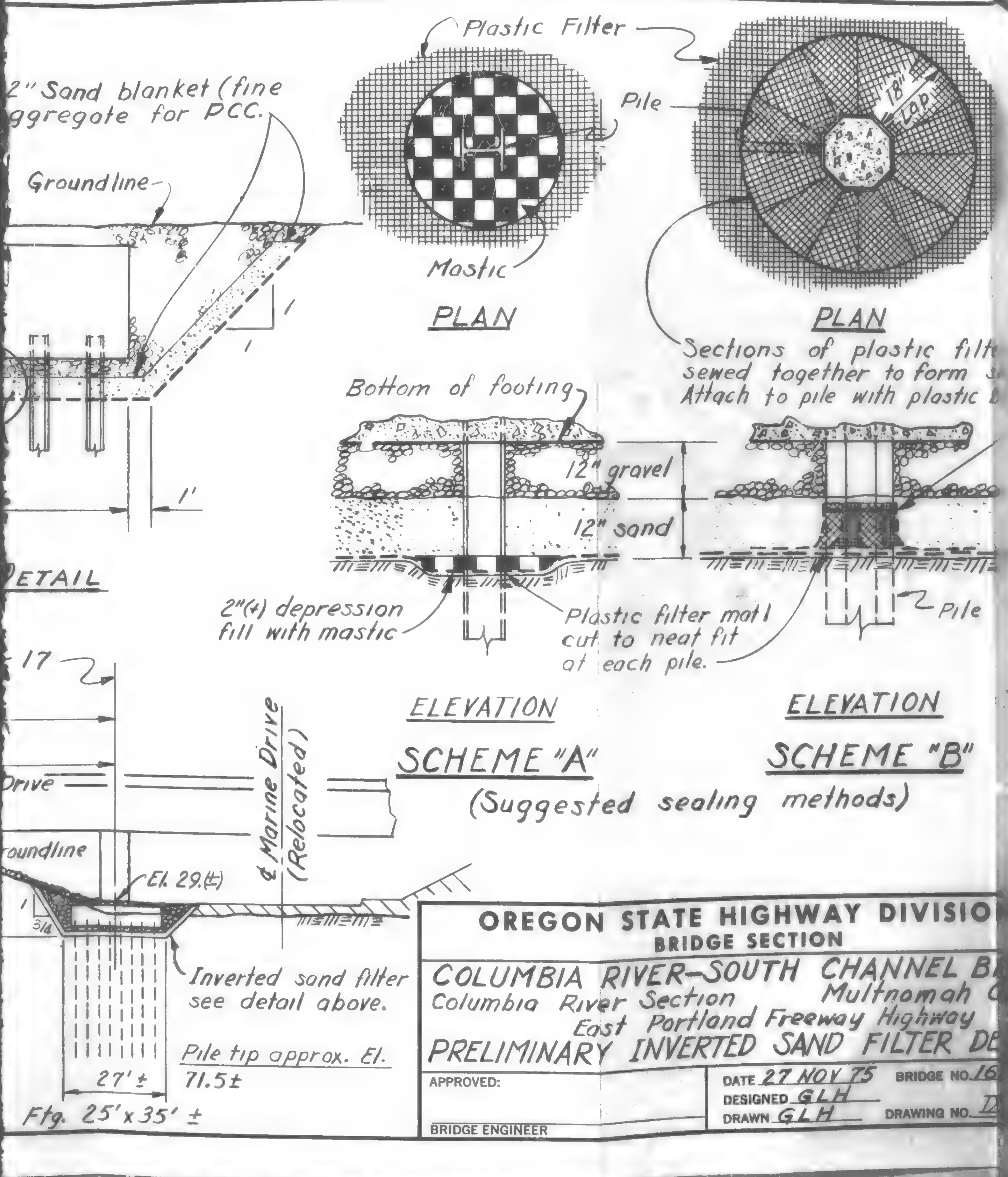

Gravel backfill (1"-No.4 coarse agg. for PCC).
1'-6" Blanket Class 50 loose rip-rap
1'
Variable: to what soil will stand (limit of 3/4 on 1 @ dike side).
1
3/4
12" Sand bl
aggregate
1'(±)
Groundlin
See suggested schemes for "seal": around piles
Poly-Filter X or Filter-X as manufactured by Carthage Mills Inc., or approved equal.
1'
Footing Width

INVERTED SAND FILTER DETAIL


℄ Pier 16
℄ Pier 17
175'-0" (Span 16)
106'-0" ±
69'-0" ±
℄ Marine Drive (Existing)
El. 37.5±
100 yr. flood H.W. El. 28.4(±) (computed)
El. 32.9 (Corps of Eng. (design flood)
1'-6" Blanket Class 50 loose rip-rap
Groundline
1
3/4
El. 20.(±)
Sheet piling to remain in place
Backfill & grout
27' ±
Ftg. 25'x3

X-SECTION THRU DIKE NORMAL TO PIER ℄

DIETERICH POST OF WASH.


2" Sand blanket (fine
ggregate for PCC.
Groundline
1
1
1'
ETAIL
Plastic Filter
Pile
Mastic
PLAN
18" Lap
PLAN
Sections of plastic filte
sewed together to form s
Attach to pile with plastic b
Bottom of footing
12" gravel
12" sand
2"(±) depression
fill with mastic
Plastic filter mat'l
cut to neat fit
at each pile.
Pile
ELEVATION
ELEVATION
SCHEME "A"
SCHEME "B"
(Suggested sealing methods)
17
Drive
℄ Marine Drive
(Relocated)
oundline
El. 29.(±)
1
3/4
Inverted sand filter
see detail above.
Pile tip approx. El.
71.5±
27' ±
Ftg. 25' x 35' ±

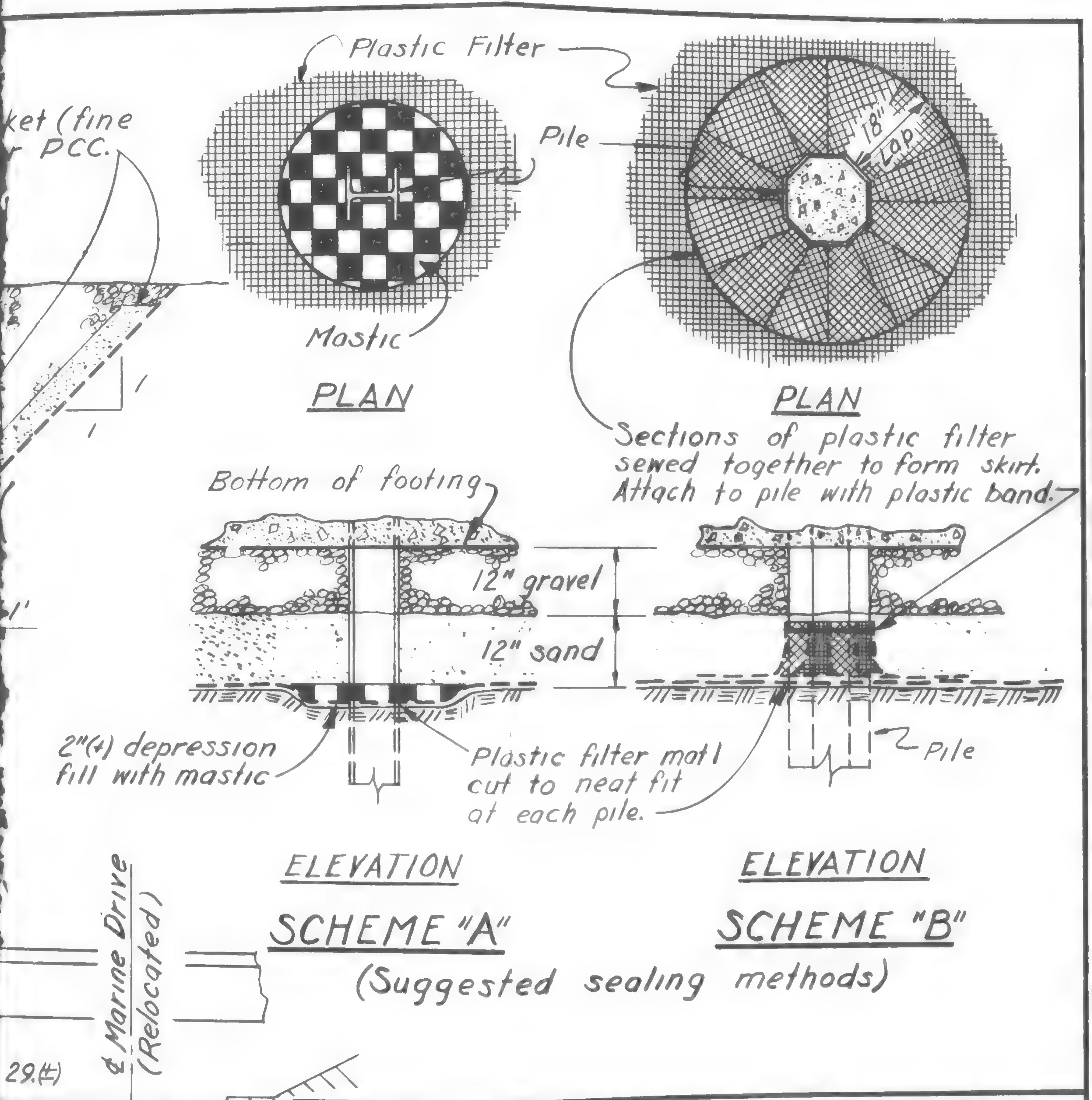
OREGON STATE HIGHWAY DIVISIO
BRIDGE SECTION

COLUMBIA RIVER–SOUTH CHANNEL B
Columbia River Section Multnomah C
East Portland Freeway Highway
PRELIMINARY INVERTED SAND FILTER DE

APPROVED:

BRIDGE ENGINEER

DATE 27 NOV 75
DESIGNED GLH
DRAWN GLH
BRIDGE NO. 16
DRAWING NO. T


Plastic Filter
ket (fine
PCC.
Pile
18" Lap
Mastic
PLAN
PLAN
Sections of plastic filter sewed together to form skirt. Attach to pile with plastic band.
Bottom of footing
12" gravel
12" sand
2"(±) depression fill with mastic
Plastic filter mat'l cut to neat fit at each pile.
Pile
1'
ELEVATION
ELEVATION
SCHEME "A"
SCHEME "B"
(Suggested sealing methods)
℄ Marine Drive (Relocated)
29.(±)

Inverted sand filter see detail above.

Pile tip approx. El. 71.5±

±

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

COLUMBIA RIVER–SOUTH CHANNEL BRIDGE
Columbia River Section — Multnomah County
East Portland Freeway Highway
PRELIMINARY INVERTED SAND FILTER DETAILS

APPROVED:

BRIDGE ENGINEER

DATE 27 NOV 75
BRIDGE NO. 16188
DESIGNED GLH
DRAWN GLH
DRAWING NO. IX-C

X

TURBULENCE REPORTS

X

LIST OF REFERENCE REPORTS

1) "Preliminary Design Report for Proposed Interstate Route I-205 Columbia River Bridge", April, 1971, Sverdrup & Parcel and Associates, Inc.

2) "Supplemental Studies to Preliminary Design Report for Proposed Interstate Route I-205 Columbia River Bridge", July, 1971, Sverdrup & Parcel and Associates, Inc.

3) "A Pedestrian-Bicycle Path Addition to the Proposed Interstate Route I-205 Columbia River Bridge", January, 1973, Sverdrup & Parcel and Associates, Inc.

4) "Supplemental Studies for a Pedestrian-Bicycle Path on the Proposed Interstate Route I-205 Columbia River Bridge", March, 1972, Sverdrup & Parcel and Associates, Inc.

5) "Report on the Southerly Extension of the Proposed I-205 Columbia River Bridge", March, 1974, Sverdrup & Parcel and Associates, Inc.

6) "Preliminary Foundation Investigation, I-205 Columbia River Bridge", February, 1971, Cornell, Howland, Hayes, Merryfield and Hill, Portland, Oregon, for Sverdrup & Parcel and Associates, Inc.

7) "Preliminary Foundation Investigation, I-205 Columbia River Bridge, South Channel Extension", February, 1974, Cornell, Howland, Hayes, Merryfield and Hill, Portland, Oregon, for Sverdrup & Parcel and Associates, Inc.

8) "Foundation Load Test, I-205 Columbia River Bridge", July, 1974, Cornell, Howland, Hayes, Merryfield and Hill, Portland, Oregon, for Sverdrup & Parcel and Associates, Inc.

9) "Hydraulics Studies, I-205 Columbia River Bridge", February, 1974, Bauer Engineering, Inc., Chicago, Ill., for Sverdrup & Parcel and Associates, Inc.

10) "I-205 Environmental Impact Statement", February, 1975, Oregon State Highway Division.

XI
FHWA CONCEPT APPROVAL

9555

Box 300
Salem OR 97308
August 13, 1974

Oregon Project I-205-7(2)302
Columbia River Bridge
Bridge Status Meeting, August 12, 1974

1041BR

H. A. Schell, Division Bridge Engineer

Mr. G. L. Green, Division Engineer
Salem, Oregon

On August 12 a meeting was held to discuss the current status of the Columbia River Bridge and cite decisions necessary to proceed with the design. Those attending the meeting were:

OSHD: Messrs. F. Klaboe, A. E. Johnson, E. S. Hunter, C. T. Keasey, W. Hart, R. Ellison, P. Oakley, S. Couper

FHWA: Messrs. L. Lybecker, H. Henry, R. Tokerud, G. Green, H. Schell

The presentations and discussions were in four parts described below:

Overall Objectives of the Meeting by Schell
Washington State Status, Terrain, and Potential Problems by Hart
Historical Structure Development and Current Status by Oakley
Design Status and Necessary Decisions to Proceed by Ellison

These items were discussed at length and the following decisions were agreed upon by those in the meeting; subject to EIS approval and final Coast Guard approval of clearances:

1. The extension alternate will be structure with a short (1200±') low embankment fill across Government Island.

2. The profile for the main channel will be that originally proposed and approved by the Coast Guard up a few hundred feet north of Government Island. Across the Island the low profile (19±' of fill) will be the desired alternate in the EIS and the 48' clearance will be maintained for the small boat channel north of the Oregon shore.

NOTED
P.M. OAKLEY

NOTED
R. W. ELLISON

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AUG 15 1974
BRIDGE DIVISION

Copies to
Klaboe
A.E. Johnson
Hunter
Keasey
Gary Potter
8-16-74
dh

3. The State in selecting Alternate 2 will proceed with the design of the extension (fill and structure) to the Oregon shore using their own forces.

4. The noise and the air quality EIS statement will be based on the 1979 completion of the structure and the installation and operation of monitoring equipment until auto pollutants are reduced below required standards. The roadway section could be in conflict with the standards for a maximum of six years. (It is expected that the emissions will be controlled fully by 1985.)

With the decisions made above the State will give the consultant direction to complete his part of the work and will get on with their part of the design. The meeting was adjourned just before 12 noon.

Original Signed by
H. A. Schell
Division Bridge Engr.
H. A. Schell

eb

cc:
Region (10BR)
OSHD (R. Ellison)

RECEIVED
AUG 15 1974
BRIDGE DIV. O

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	Construction Contracts
ARRANGEMENT OF RECORDS	by Contract Numbers
INDEX	

INDEXING BEGINS WITH : 8853 ENDS WITH 8862

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	204	

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Joan Cokeley

SIGNATURE OF CAMERA OPERATOR